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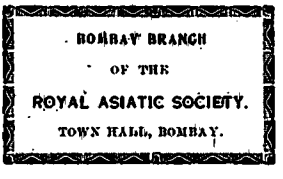

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PANORAMIC VIEW OF HARDINGE BRIDGE AS COMPLETED,–UP STREAM OF BRIDGE

RAILWAY DEPARTMENT

GOVERNMENT OF INDIA

RAILWAY BOARD

Railways in India

Administration Report for the year

1914-15

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VOLUME I

(REPORT)

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GOVERNMENT CENTRAL PRESS

1915

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE YEAR

1914-15

Introductory

The relation of the Government to Railways in India.

It is proposed in future, for the convenience of the public and in view of the interest now taken in the matter, to include in this report an historical resumé of the Government's policy and a statement of the existing position as regards the general arrangements for the working of State Railways in India by Companies.

Diversity of relations between the State and Railways.

One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, three (the North Western, Eastern Bengal, and Oudh and Rohilkhand Railways) are owned and worked by the State; eight (the East Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam-Bengal, Bengal-Nagpur, South Indian, and Burma) are owned by the State but worked on its behalf by Companies enjoying a guarantee of interest from the Government; three important lines (the Bengal and North-Western, Rohilkund and Kumaon, and Southern Punjab), and many of less importance, are the property of private companies, some being worked by the owning Companies and some by the State or by the Companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all railways in British India (and also, by virtue of arrangements with Native States, in respect of the chief railways passing through such States), certain general powers. Thus, a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway, to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all railways in British India, greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all Companies in British India, and a preponderating interest in most of those which are of the first importance.

History of relations of the Government and Companies.

The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of Companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson: afterwards Chief Engineer of the East Indian Railway, and others; and included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed Companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute dated 20th April 1853, explained his reasons for preferring the Agency

RIVER GANGES IN FLOOD.—HARDINGE BRIDGE.

of Companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that Engineer officers would make railways as well and possibly as cheaply and as expeditiously as companies; but that the withdrawal from other duties of the large number of Engineer officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old guaranteed railways.

The policy supported by Lord Dalhousie was adopted, and between 1854 and 1860 contracts for the construction of railways in India were made by the East India Company or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Scinde (afterwards the Scinde, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company—see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the Railway Companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, 4¾, and 4½ per cent according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance, except the choice of staff, the Companies were placed by the contracts under the supervision and control of the Government, which had power to decide on the standard and details of construction; the rolling-stock to be provided; the number, time, and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the Companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant, and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the Companies' interests therein, and also to enable the Companies to surrender their lines to the Government and to receive in return their capital at par.

Early attempts to secure funds for Railway Construction without a guarantee.

An attempt to secure the construction of railways in India on terms more favourable to the Government than those of the contracts with the original guaranteed companies was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company, which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two Companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of cost, would grant an annual subsidy for 20 years at a rate not exceeding 100*l.* per mile of line, with an addition in respect of large bridges costing more than 10,000*l.* These terms failed to attract capital, and the two unguaranteed Companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oude and Rohilkund Railway Company") by which the Company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new Company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed Companies as follows:—"The Government of India has for several years "been striving to induce capitalists to undertake the construction of "railways in India at their own risk, and on their responsibility with a "minimum of Government interference. But the attempt has entirely "failed, and it has become obvious that no capital can be obtained for such "undertakings otherwise than under a guarantee of interest fully equal to "that which the Government would have to pay if it borrowed directly on "its own account."

The attempt to encourage unguaranteed Companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed Companies, of the type that had provided capital for, and had constructed, the first railways in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such Companies secured the great-

est possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of Companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India :—

1. Arrangements were made with some of the most important of the guaranteed Companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three Companies, the Great Indian Peninsula, the Bombay, Baroda and Central India, and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.

2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods, which it was expected that it would be able to use. Accordingly for several years after 1869 the chief capital expenditure on railways was incurred direct by the State, and no fresh contracts with guaranteed Companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawaddy Valley, and Tirhoot.

Progress in the construction of railways.

By the end of 1879, *i.e.*, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by Companies, which had expended approximately 97,872,000*l.* (These figures include the Calcutta and South Eastern and Nalhati Railways, which were constructed by Companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of 23,695,226*l.*

In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to

allow of such progress in railway construction as was desirable. With refer-
Introduction of modified guarantee terms.
ence to this difficulty the Famine Commissioners remarked "that there "would be manifest advantages in giving free scope to the extension of "railways by private enterprise if it were possible; and, though the original "form of guarantee has been condemned, it may not be impossible to find "some substitute which shall be free from its defects, and may secure the "investment of capital in these undertakings without involving the Govern-"ment in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three Companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and the Rohilkund and Kumaon in 1882) and three new guaranteed Companies (the Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal-Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the Company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at 3½ per cent. on the Company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not on the share capital) being divided between the Secretary of State and the Company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the Company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also 3½ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal-Nagpur Railway Companies was 4 per cent., and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three Companies last mentioned were declared to be the property of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the Companies.

The Assam-Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the Company in proportion to the capital provided by each. The rate of guarantee in this case was 3½ per cent. for the first six years and thereafter 3 per cent. The Burma Railways Company was

formed in 1897 to manage and develop the line in that Province that had been constructed by the State. Interest at 2½ per cent was guaranteed on the share capital raised by the Company, and the surplus profits were originally divisible in the proportion of four-fifths to the Secretary of State and one-fifth to the Company, but since 1908 the division has been proportional to the capital invested by each in the undertaking. The contract with the Burma Company is terminable by the Secretary of State in 1928 and on subsequent occasions on repayment of the Company's capital at par.

The terms of the guarantee given to the Companies formed since 1880 have thus been much more favourable to the Government than in the case of the Companies formed before 1869.

Termination of contracts of the old Guaranteed Companies.

In dealing with the Guaranteed Companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various Companies. The method of making use of this right has differed in different cases. The Eastern Bengal, Oudh and Rohilkhand, and Scinde, Punjab and Delhi lines were purchased and transferred to State management, the last named now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of Companies working other lines with which it was advantageous to amalgamate them. In all other cases (East Indian, South Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Southern Mahratta, and Bengal-Nagpur), the course adopted has been to arrange for the continuance of management by the original Company (or by a new Company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods, *viz.* :— reduction of the amount of capital retained by the Companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital, and modification in favour of the Government of the clauses relating to the division of surplus profits.

Particulars of the contracts now existing with Guaranteed Companies will be found in Appendix 1 of Volume II of this Report. But the relations between the Government and the Guaranteed Companies now working railways may be summarised as follows:—

Arrangements between the Government and Companies at present.

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through

the acquisition by the Government of the greater part of the Companies' interests on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the Company to provide them. The Company receives guaranteed interest at a fixed rate on its capital; and similar payments out of the earnings are made to the Government. If, after these have been made, surplus profits remain, they are divided between the Government and the Company in the various proportions provided for by the contracts. The Company's share is in all cases only a small fraction of the Government's share.

All the contracts, except one, which is for a fixed term of 25 years, are terminable at the option of the Secretary of State, at specified dates; and on termination the Company's capital is repayable at par (except in the case of the East Indian Railway Company, which is for special reasons to receive a terminable annuity instead of a cash payment).

The administrative control exercised by the Government over the Companies is as follows:—

The Company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the Company to carry out any alteration or improvement in the line, or in the working, that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the Company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and the settlement of through rates, and for additions and alterations to or the redistribution of existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies

shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The Company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the Company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the power of supervision and control reserved to him. In particular the Secretary of State has the right to appoint a Government Director to the Board of the Company, with a power of veto on all proceedings of the Board. All the moneys received by the Company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the Company has to be stated and submitted for the sanction of the Secretary of State.

Thus the Government has the preponderating financial interest in the lines worked by the two classes of Guaranteed Companies, *viz.*, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the Companies.

Other lines worked by Companies.

In addition to the lines referred to above and apart from lines constructed by branch line Companies, District Boards and Native States, which have been dealt with in later paragraphs of this report, two lines of some importance have been constructed by Companies which receive no direct assistance by the Government, *viz.*, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894.) While, however, these Companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, *viz.*, the Tirhoot Railway to the former Company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1932 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the Companies than those provided for in the contracts with the Guaranteed Companies. Failing purchase in 1932, the lines will become the property of the State in 1981 on terms much less favourable to the Companies. The general administrative control exercised

by the State over these Companies and the control over expenditure are similar to that which is exercised, as explained above, over Guaranteed Companies.

Indian Railways in 1914-1915.

The greater number of the powers for the detailed control of railways as described in the foregoing paragraphs are vested in the Railway Board. The Board consists of a President and two Members with a secretariat establishment.

Personnel of the Railway Board.

At the beginning of the year under review Sir T. R. Wynne, K.C.S.I., K.C.I.E., was President of the Railway Board and Sir H. P. Burt, K.C.I.E., Member, while the vacancy caused by the retirement of Mr. W. H. Wood, during the previous year remained unfilled. In January 1914, it had been decided that the importance of financial and commercial considerations in connection with the control of Indian Railway Policy justified the modification of the rule which had hitherto been in force to the effect that the President and Members of the Railway Board must all be men of large experience in the actual working of Railways. It was then decided that for the future one Member, who equally with the others might be appointed President, should be selected for commercial or financial experience. Following on this decision the vacancy on the Board was filled on 10th April 1914 by the appointment of Mr. R. W. Gillan, C.S.I., I.C.S. The new Member did not, however, take his seat on the Board until 2nd October 1914 as he was called on in the meantime to officiate as Member of the Executive Council in charge of the Departments of Commerce and Industry and Railways during the absence on sick leave of the Hon'ble Mr. (now Sir W. H.) Clark, the permanent Member. On 2nd May 1914, Sir T. R. Wynne resigned the Presidency to take up the appointment of Government Director of Indian Railway Companies in London, and the vacancy thus created has been filled by the appointment of Mr. A. R. Anderson, C.I.E., until then Agent of the Madras and Southern Mahratta Railway. Since the close of the year 1914-15 Sir H. P. Burt has resigned the Presidency to follow Sir T. R. Wynne, who has become the Managing Director of his old Company (the Bengal-Nagpur Railway Company), as Government Director of Indian Railway Companies. This vacancy has been filled by the appointment of Mr. F. D. Couchman, who was at the time of his appointment Agent of the Burma Railways Company, and previously a State Railway Engineer.

Sir T. R. Wynne, K.C.S.I., K.C.I.E.

The late President, Sir T. R. Wynne, had had 40 years' connection with Indian Railways at the time of his retirement, having been appointed from the Royal Engineering College, Cooper's Hill, in 1874. He resigned

Government Service in 1887 to take up the appointment of Agent and Chief Engineer, Bengal-Nagpur Railway Company, a position which he held until 1905, save that during the years 1902-04 he was employed by a Syndicate as Manager of a large Railway and Mining enterprise in China. In January 1905 Sir T. R. Wynne was appointed a Member of the newly constituted Railway Board and three years later President on the retirement of Sir F. R. Upcott, K.C.V.O., C.S.I.

Sir H. P. Burt, K.C.I.E.

Sir H. P. Burt, like Sir T. R. Wynne, received his technical training at the Royal Engineering College, Cooper's Hill, having been appointed an Assistant Engineer of the Public Works Department in 1879 and during the whole course of his 36 years in India he remained in the service of Government. After being employed in the Engineering and Traffic Departments of State Railways and in the Government of India Secretariat as Under Secretary in the Traffic Branch, he became Agent of the Oudh and Rohilkhand Railway in 1902 and later Agent of the Eastern Bengal Railway, and then of the North Western Railway. Whilst still Agent of the North Western Railway, he was appointed temporary Additional Member of the Railway Board in November 1912, in connection with the acute congestion of traffic experienced on the more important Indian Railways. He became a permanent Member in July 1913, and, as already said, succeeded Sir T. R. Wynne as President on 3rd May 1914.

Capital.

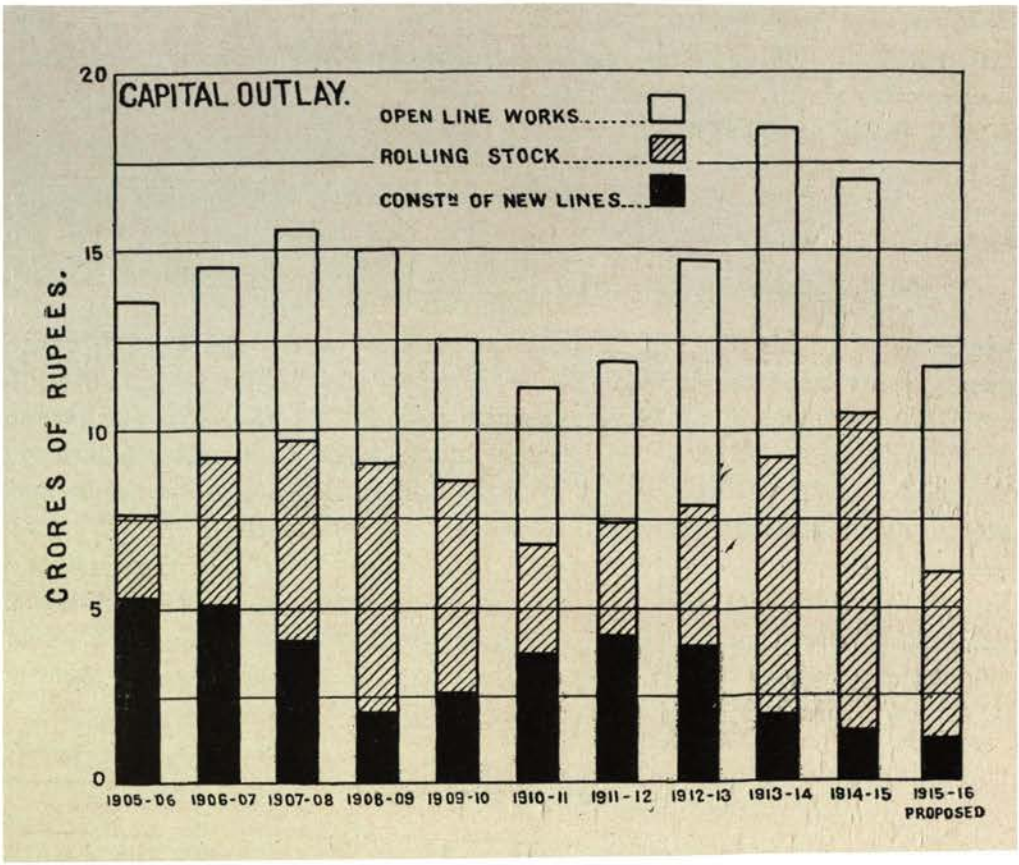
The actual capital outlay (booked cost) on lines in which the State is financially interested (excluding premia for the purchase of Companies' lines) from the commencement of operations on all lines open at the close of the year 1914-15 amounted to Rs. 4,61,89·79 lakhs, and on lines then under construction to Rs. 3,08·19 lakhs. In addition Rs. 91·37 lakhs had been expended on miscellaneous items. The total outlay thus amounted to Rs. 4,65,89·35 lakhs.

The actual expenditure during 1914-15, amounted to Rs. 17,15 lakhs, distributed as follows:—

	Rs.
Open line works including suspense	6,71,93,000
New lines	1,34,81,000
Rolling-stock	9,07,99,000
Total ...	17,14,73,000

The following diagram shows graphically how these figures compare with those of past years. The distribution of the grant of Rs. 11,65 lakhs,

which has been sanctioned for the financial year 1915-16, is also added for purposes of comparison.



During the year under review the actual capital expenditure fell short of the net grant for the year by Rs. 64 lakhs. This does not indicate that the revised arrangements, which were referred to in the last year's Report as having been introduced to ensure full utilization of the available funds, have proved a failure. The lapse was entirely due to the steps taken to prevent after the outbreak of war, the incurrence of further liabilities in England for other than urgent needs. This precaution was necessary to avoid the embarrassment which, in the special financial circumstances caused by the war, would have resulted from expenditure in England exceeding the grant for the year by even a small amount.

The conditions induced by the present war have prevented larger funds being made available for capital expenditure on railways during the year 1915-16 than Rs. 11,65 lakhs. All new construction has been rendered impossible, though fairly liberal allotments have been made for lines already in progress and for open lines. The manner in which grants for the latter purpose are generally to be distributed is touched upon in a later paragraph.

Results of Working.

The financial result of the working of the State railways during the year 1914-15 is a return of Rs. 483 lakhs. Out of this a sum of Rs. 150 lakhs (£1,002 thousand) was expended in the form of annuity payments in redemption of capital. The following table compares the results attained with those of previous years:—

	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.
Revenue.						
Gross traffic receipts.—State railways	43,38,58,967	45,94,46,336	50,36,86,936	55,02,95,460	56,31,92,029	54,15,77,506
Gross traffic earnings.—Guaranteed railways	...	...	...	59,707	...	...
Repayment of advances of interest.—Subsidized railways	8,74,440	5,90,185	8,64,671	10,97,610	*13,96,517	10,60,956
TOTAL REVENUE	43,47,33,407	46,00,36,521	50,45,51,607	55,14,52,777	56,45,88,546	54,26,37,862
Expenditure.						
Working expenses.—State railways	24,32,14,762	24,48,54,428	25,89,45,724	28,02,31,303	29,35,91,182	29,52,87,164
Working expenses.—Guaranteed railways	724	...	...	...	...	...
Share of surplus profits paid to Companies, etc.	48,37,249	69,60,184	72,30,008	1,06,44,626	66,12,855	1,03,63,467
Land and supervision charges.—Guaranteed railways	—26,456	—10,642	...	...	...	...
Land and subsidy charges	6,05,177	4,24,114	9,09,394	5,05,102	8,27,187*	14,69,847
Miscellaneous railway expenditure	5,60,799	4,87,174	2,72,560	9,90,631	—6,88,410*	4,52,419
TOTAL EXPENDITURE	24,91,93,255	25,27,15,258	26,73,57,686	29,23,71,662	30,03,42,814*	30,75,72,897
NET REVENUE	18,55,40,152	20,73,21,263	23,71,93,921	25,90,81,115	26,42,45,732*	23,50,64,965
Ordinary interest charges.						
Interest on capital outlay.—State railways	5,84,26,320	6,13,16,790	6,51,62,145	7,11,98,490	7,52,43,809	9,01,48,012
Interest on debt for purchase of railways	2,63,76,945	2,63,18,220	2,60,25,905	2,60,48,970	2,60,73,820	2,70,68,430
Interest on advances of capital to Companies	71,04,600	63,80,265	57,77,100	58,40,760	62,29,551	14,66,596
Interest on capital raised by Companies	2,84,14,740	3,01,10,085	2,73,89,550	2,78,10,930	2,92,86,245	2,97,97,008
Annuities in purchase of railways	4,01,74,800	3,98,25,270	3,94,61,445	3,90,06,990	3,90,46,380	3,83,29,485
TOTAL INTEREST	16,04,97,405	16,39,50,630	16,68,14,145	17,29,93,140	17,78,79,805	18,68,09,531
Surplus of net revenue over interest	2,50,42,747	4,33,70,633	7,03,79,776	8,60,84,975	8,63,65,927	4,82,55,434

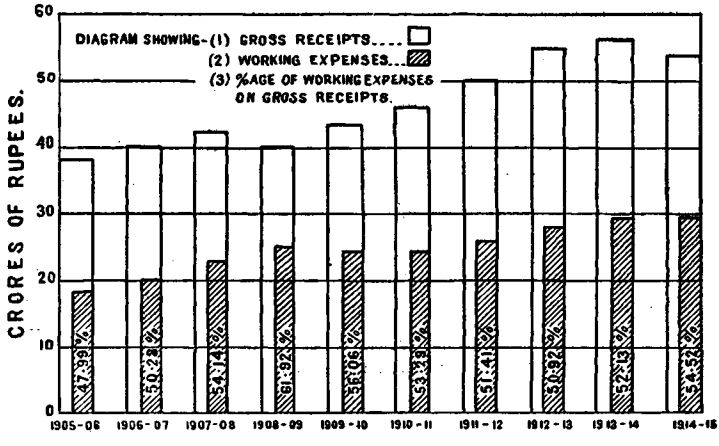
* Variations from last year's report due to supplementary adjustments.

The gross earnings of *all* Indian railways during the year 1914-15 amounted in round figures to Rs. 6,042·01 lakhs, compared with Rs. 6,358·56 lakhs in 1913-14, being a decrease of Rs. 316·55 lakhs, while the working expenses were only Rs. 18·84 lakhs less than in 1913-14. The net earnings amounted to Rs. 2,767·91 lakhs, against Rs. 3,065·62 lakhs in 1913-14, or a decrease of Rs. 297·71 lakhs. These net earnings yielded a return on the capital outlay (Rs. 51,922·13 lakhs) on open lines, *i.e.*, on mileage earning revenue, of 5·33

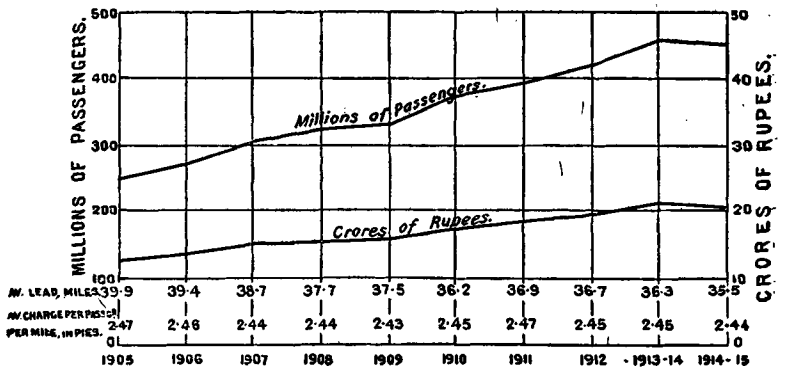
per cent, as compared with 6·19 per cent in 1913-14. The corresponding actual return per cent for the previous years is compared as follows :—

1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913-14.	1914-15.
6·07	5·96	5·86	4·33	4·81	5·46	5·87	6·77	6·19	5·33

The following diagram shows graphically the ratio of aggregate revenue expenditure to gross receipts of State lines, worked by the State and Companies, for the past ten years :—

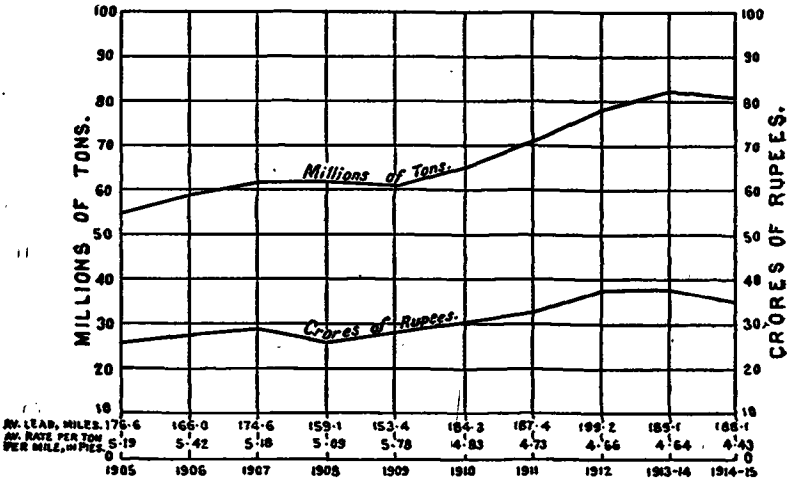


The number of passengers carried and the earnings therefrom are compared in the next diagram.



The decrease in the passenger traffic during the year under review was chiefly due to the effect of the war upon trade and to the absence of tourists and military officers from the country. But for the opening of new railways and the movement of troops consequent on the war, this decrease would have been still greater.

A similar comparison of the tonnage of, and earnings from, goods traffic is afforded by the following diagram.



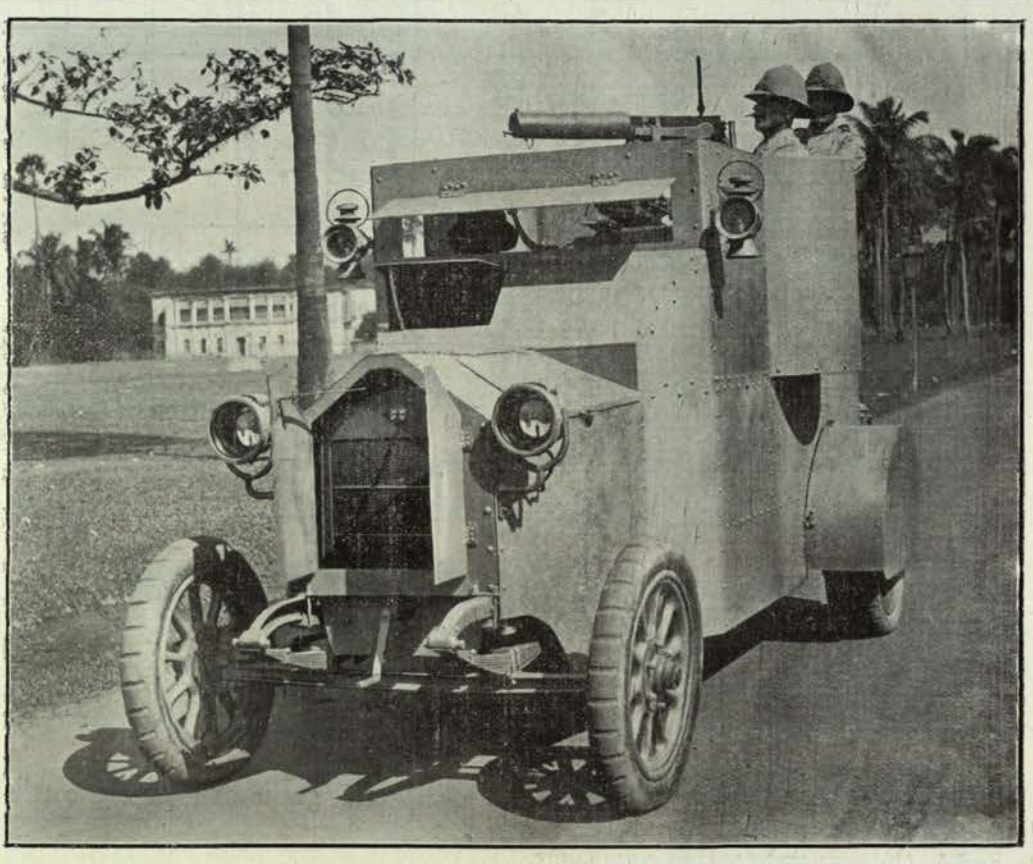
The large falling off in the earnings from goods traffic, which was not accompanied by a corresponding decrease in the quantity carried, was principally due to the low rated commodities (coal and grain and pulse) carried and to the war and famine conditions.

Naturally the outbreak of war during the period under review has had a material effect upon the business of Indian Railways. During the year 1914-15 the Railways made a smaller contribution to the exchequer than had been anticipated; they were able to lend assistance in various other ways.

The War and Railways.

Despatch of Expeditionary Forces.

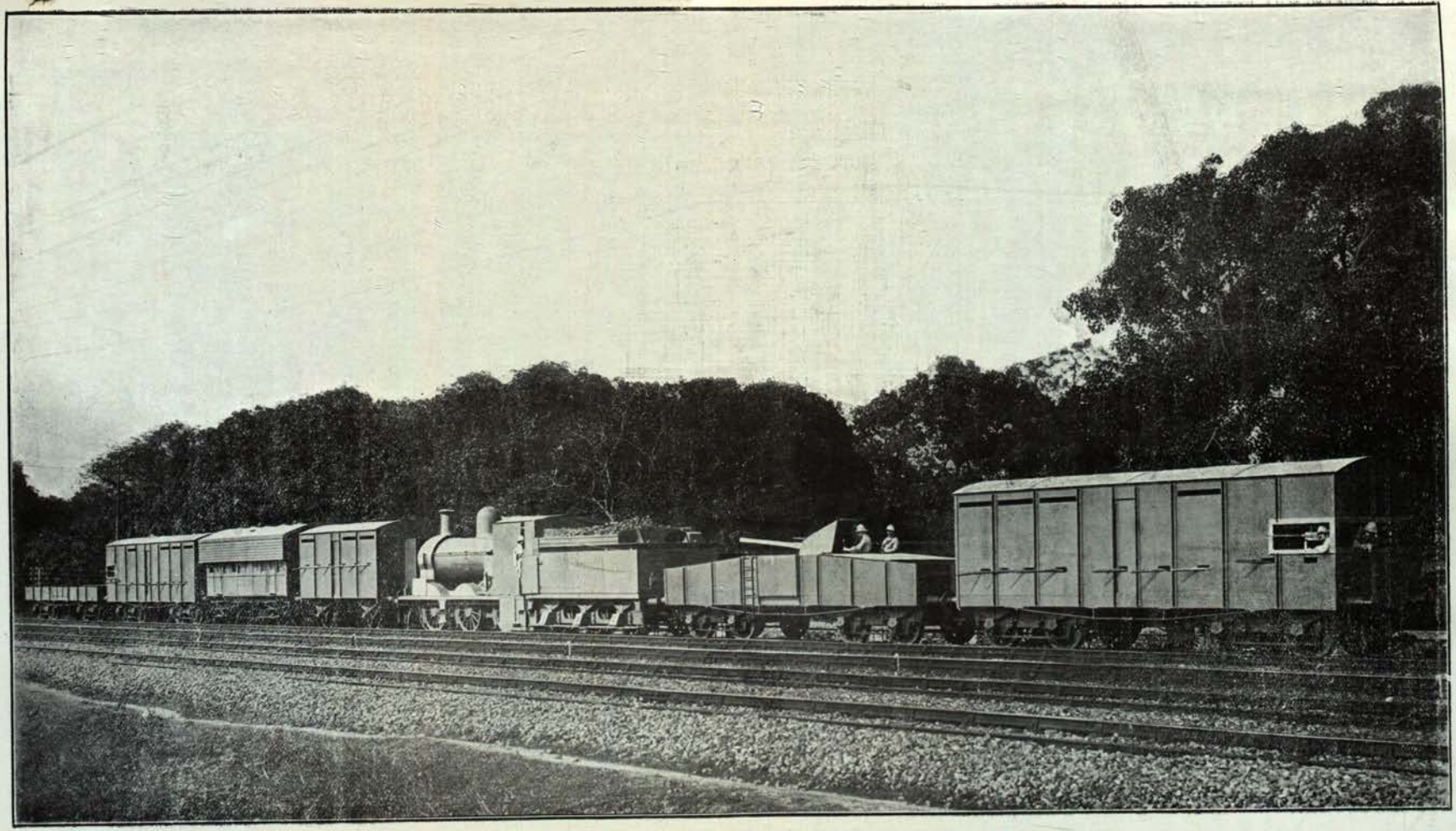
Soon after the outbreak of war the Railways of India were called upon at extremely short notice to concentrate at the Ports of Bombay and Karachi troops of all arms with their full equipment and supplies, for the despatch overseas of by far the largest Expeditionary Forces that have ever left this country. At the same time the railways terminating at the ports were required to assist in carrying out urgent work in fitting up transports for the conveyance of these various Indian Expeditionary Forces. This work was not only done in railway workshops but also on the transports themselves at the docks, where foremen and workmen were sent to fit up and adapt the vessels for the carriage of troops.



ARMOURED MOTOR CAR—EAST INDIAN RAILWAY.

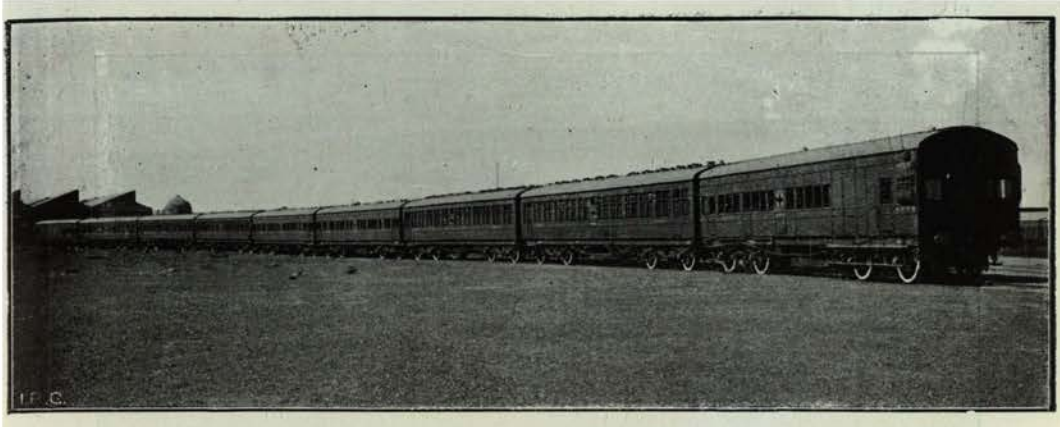
Construction of Hospital trains.

Shortly afterwards the Railway Board were asked to arrange for the construction of three hospital trains for the distribution of returned wounded soldiers from overseas Expeditionary Forces, landed at Bombay, to War Hospitals and Depôt Hospitals all over India. These trains were completed in he Carriage and Wagon Shops of the North Western Railway most



ARMOURED TRAIN—EAST INDIAN RAILWAY.

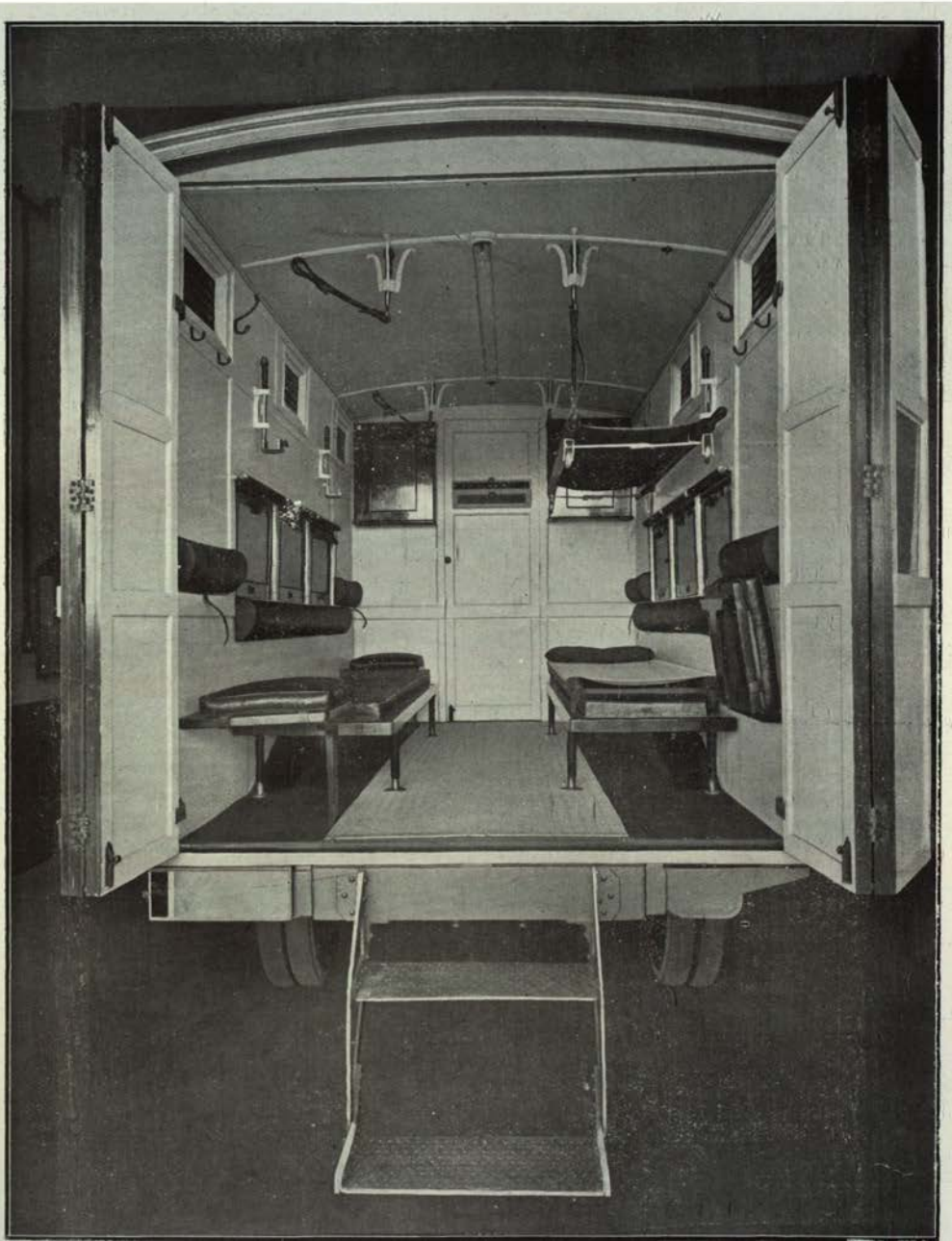
expeditiously. Each train consists of nine vehicles, fit for accommodating 113 Indian and 6 European patients, is provided with electric light and fans throughout, and contains a dispensary, operating room, Hindu, Mohamedan and European kitchens, and quarters for staff. Arrangements for cold storage, sterilisation, ample supply of hot and cold water, etc., have been made and a staff of workmen accompanies the trains to keep all the special fittings and electric gear in order.

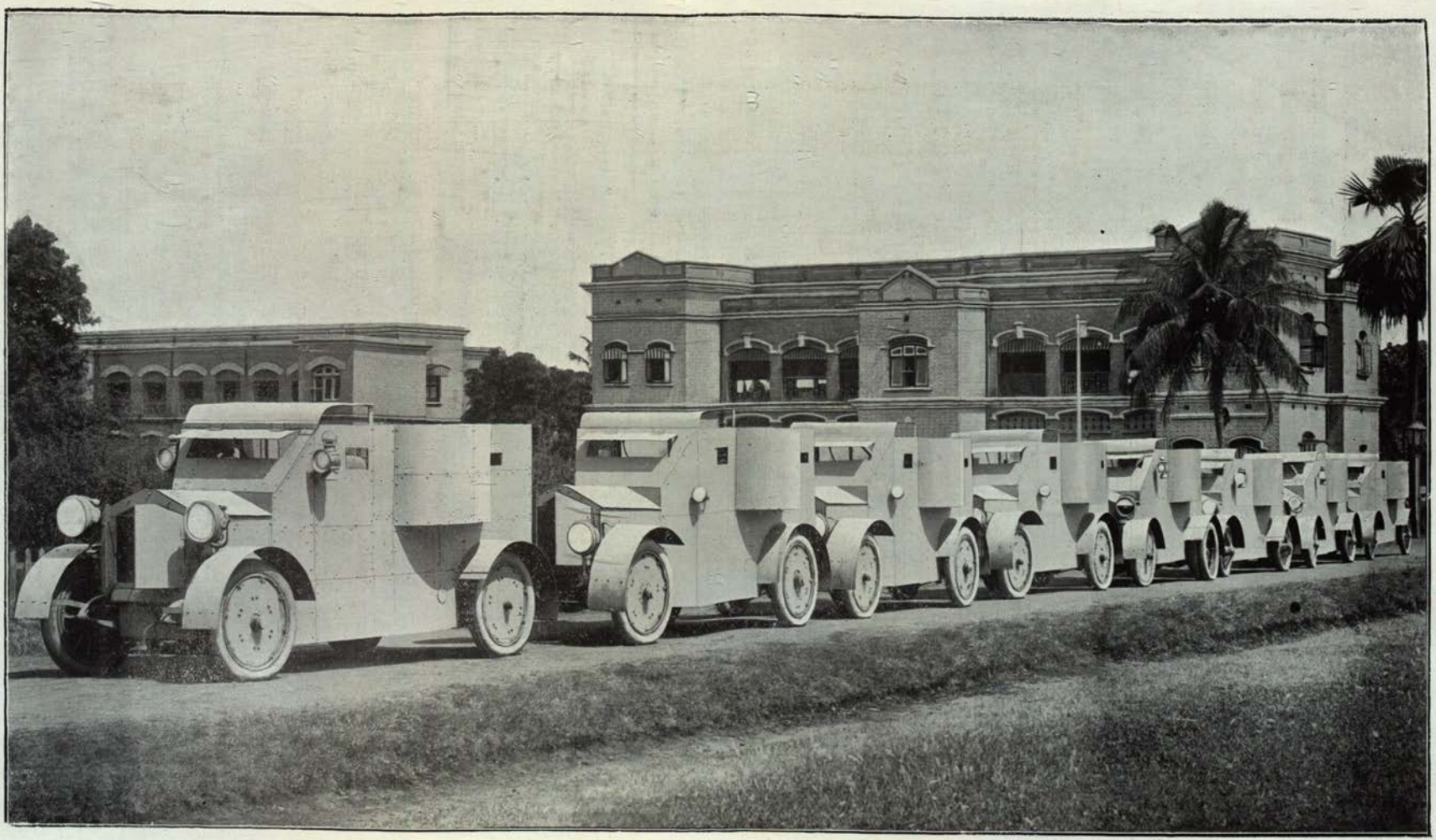


AMBULANCE TRAIN.—NORTH WESTERN RAILWAY.

INTERIOR OF AMBULANCE TRAIN.—NORTH WESTERN RAILWAY.

Further, several Railways have built motor ambulances, armoured motor cars and armoured trains to meet the requirements of the Military Authorities and certain railway stores have been despatched for the Expeditionary Forces as required. Material assistance was also rendered by individual railways in certain other directions notably in making available and facilitating the transport of coal for the purposes of the Royal Indian Marine. The tasks thus entrusted to the railways were carried through without a hitch and to the entire satisfaction of Government.





ARMOURED MOTOR CARS—EAST INDIAN RAILWAY.

Normally fifty officers of the Corps of Royal Engineers are employed in the State Railway Department. Forty-five of these have been set free for military duty; and in addition some thirty Civilian Officers belonging to the State Railways have joined the army. A considerable number of officers of the several Railway Companies, and of subordinates of all lines, have taken up military duty as well.

State Railways have also rendered assistance by providing the personnel necessary for the construction, repair and working of certain railways overseas.

MOTOR AMBULANCE—EAST INDIAN RAILWAY.

Effect of war on Recruitment.

The war has materially affected the recruitment of both the Superior and the Subordinate Establishment of the Engineering, Traffic and Locomotive and Carriage and Wagon Departments of State Railways. In ordinary course, a proportion of the recruits required annually are obtained from England, but it has been decided that, in existing circumstances, the services of men who are qualified to fill the vacant appointments are more urgently required elsewhere. Recruitment from England has, therefore, almost entirely ceased. In India, on the other hand, there has been no dearth of qualified candidates and recruitment has proceeded in the ordinary way. In October 1914 nine appointments as probationary Assistant Traffic Superintendents

were made. Of the selected candidates, two were Europeans and seven Indians. The exceptionally large number of appointments made was due to the constitution of a Commercial Department on the North Western Railway to which allusion is made later on.

Railway Staff

The total number of servants in railway employ at the close of the year was 600,116, of which number 7,640 were Europeans, 10,345 Anglo-Indians, 582,131 Indians. Of the Europeans and Anglo-Indians 15,981 were enrolled as Volunteers. At the close of 1914-15 there were 10,664 children and 10,163 apprentices and workmen attending the Railway Schools.

The corresponding figures for the past ten years are shown in the following table:—

Year.	Employés.				Number who are Volunteers.	Children attending Railway Schools.	Apprentice and Workmen attending Railway Schools.
	Europeans.	Anglo-Indians.	Indians.	Total.			
1905	6,529	9,181	436,323	453,033	12,989	6,907	6,106
1906	6,840	9,354	462,759	478,953	13,805	6,898	6,391
1907	7,186	9,964	499,983	517,153	13,816	7,140	7,358
1908	7,344	9,951	508,188	525,483	13,911	8,719	6,513
1909	7,278	9,685	493,933	510,896	13,924	7,922	8,912
1910	7,406	9,554	522,741	539,701	13,723	8,289	8,552
1911	7,685	9,872	545,337	562,894	14,632	8,679	8,280
1912	7,850	10,066	571,506	589,422	15,014	9,682	9,591
1913-14	7,986	10,437	614,882	633,305	15,606	10,992	8,943
1914-15	7,640	10,345	582,131	600,116	15,981	10,664	10,163

Mileage.

During the year 1914-15, 645·70 miles of railway were opened to traffic, bringing the total mileage open (after allowing for minor corrections due to realignments, etc.) up to 35,285 miles. The additional mileage was made up as follows:—

	5′ 6″ gauge.	3′ 3½″ gauge.	2′ 6″ gauge.	2′ 0″ gauge.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by the State	104·18	5·90	...	...	110·08
State lines worked by Companies	17·37	102·38	29·78	...	149·53
Branch line Companies' railways under rebate terms, worked by the Branch line Company.	...	...	1·15	39·50	40·65
Branch line Companies' railways under rebate terms, worked by the main line.	72·59	..	123·79	...	196·38
Companies' lines subsidized by the Government of India.	...	...	6·00	...	6·00
District Board lines	...	8·58	..	...	8·58
Companies' lines subsidized by District Boards ...	...	...	5 88	...	5·88
Native State lines worked by Native States ...	...	37·39	7·95	12·00	57·34
Native State lines worked by the main line ...	...	14·72	41·82	...	56·54
Companies' lines guaranteed by Native States ...	...	...	14·72	...	14·72
Total ...	194·14	168·97	231·09	51·50	645·70

For the second year in succession the mileage on the 2′ 6″ gauge opened to traffic during the year exceeds that on any other gauge. For the first

time in the history of Indian railways the mileage of railways which have been completed by Companies who have obtained concessions on rebate terms exceeds the mileage of railways which have been financed by any other one method and have been opened during the year. Of the total mileage of 237 financed under these terms 210 miles have been constructed with money raised in India.

The mileage sanctioned for construction during the year comprised :—

	5' 6" gauge.	3' 3½" gauge.	2' 6" gauge.	2' 0" gauge.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by Companies	1·85	3·54	...	...	5·39
Branch line Companies' railways under guarantee terms, worked by the Branch line Company.	...	...	92·79	...	92·7
Branch line Companies' railways under guarantee terms, worked by the main line.	...	...	8·30	...	8·30
Branch line Companies' railways under rebate terms, worked by the main line.	38·15	...	56·37	...	94·52
Unassisted Companies' lines	...	...	...	20·75	20·75
Native State lines worked by Native States ...	...	83·73	33·45	...	121·88
Native State lines worked by the main line ...	...	30·97	59·37	...	90·34
TOTAL ...	40·00	121·24	254·98	20·75	436·97

The total mileage under construction, or sanctioned for construction, at the close of the year ending 31st March 1915 was :—

	5' 6" gauge.	3' 3½" gauge.	2' 6" gauge.	2' 0" gauge.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by the State	64·55	...	47·37	...	111·92
State lines worked by Companies	493·74	165·07	16·09	...	650·90
Branch line Companies' railways under guarantee terms, worked by the Branch line Company.	...	...	123·48	...	123·48
Branch line Companies' railways under guarantee terms, worked by the main line.	...	...	8·30	...	8·30
Branch line Companies' railways under rebate terms, worked by the Branch line Company.	...	...	...	41·63	41·63
Branch line Companies' railways under rebate terms, worked by the main line.	101·20	...	106·62	...	207·82
Companies' lines subsidized by the Government of India.	11·91	7·57	29·02	...	51·70
Companies' lines subsidized by local Governments ...	...	...	18·50	...	18·50
Unassisted Companies' lines	...	...	27·20	20·75	47·95
District Board lines	21·10	45·16	...	...	66·26
Native State lines worked by Native States ...	...	291·03	61·99	13·00	365·93
Native State lines worked by the main line ...	28·89	291·97	160·33	...	481·19
Companies' lines guaranteed by Native States ...	...	...	23·23	...	23·23
TOTAL ...	754·29	761·19	608·64	75·38	2,233·32

The progress made during the past ten years is summarised in the following table :—

Gauge.	Mileage open at the end of									
	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913-14.	1914-15.
5' 6" ...	15,028	15,518	15,631	15,951	16,309	16,701	17,016	17,189	17,541	17,627
3' 3½" ...	11,959	12,146	12,613	12,963	13,323	13,530	13,759	14,165	14,389	14,552
2' 6" ...	960	1,071	1,234	1,394	1,443	1,436	1,632	1,692	2,174	2,402
2' 0" ...	328	329	342	368	415	432	432	438	452	504
Total...	28,295	29,097	30,010	30,676	31,490	32,099	32,839	33,484	34,056	35,285

Lines opened during the year.

The Hardinge Bridge.

The Lower Ganges Bridge at Sara was formally opened to all kinds of traffic by His Excellency the Viceroy on the 4th March 1915, and with His Excellency's permission was named the Hardinge Bridge.

The necessity for bridging the Ganges at some point in Lower Bengal arose from the increasing volume of traffic of all descriptions and kinds which has now to be carried in both directions over the Eastern Bengal Railway between Calcutta and Northern Bengal and Assam. Hitherto the traffic has been taken across the Ganges in barges, supplemented, as the traffic increased, by metre and broad gauge wagon ferries. The constant changing of the river channels, the instability of the river banks, the sudden rushes of traffic when the main staples (jute, tea, rice, etc.) have had to be moved, and the break of gauge of the Railways on the Northern (metre) and Southern (broad gauge) banks of the Ganges have for years combined to produce conditions with which neither the railway administration nor its clients were content.

It was in the year 1889 that the Eastern Bengal Railway first put forward the proposal to build this bridge but it was not till 1908, after much controversy and discussion as to the gauge, the site, and the constructing agency, that the construction of the bridge was finally sanctioned, when the preliminary arrangements for construction were immediately begun.

The bridge which has now been built is an engineering work of greater magnitude than any previously undertaken in the East, and takes its place as one of the most interesting and important engineering works of the world. It is desirable, therefore, to give some account of the principal features of the work.

The bridge consists of 15 spans of 345′-1½″ girders from centre to centre of bearings with three land spans of 75′ each at each end,

VIEW OF HARDINGE BRIDGE FROM LEFT BANK.

giving a total length of 5,900 feet, that is to say, approximately 1⅛ miles. It carries a double line of rails and a footway for pedestrians. The foundations consist of wells sunk from 150 to 160 feet below low water level. This great depth was considered necessary owing to the alluvial nature of the soil in the river bed and its liability to be scoured to a depth of 100 feet. The wells carry masonry piers the tops of which are at high flood level, while on the piers are iron trestles 34½ feet in height, which in turn carry the girders. Each well weighs about 16,000 tons, and the wells and piers and trestles of the entire bridge weigh over 300,000 tons.

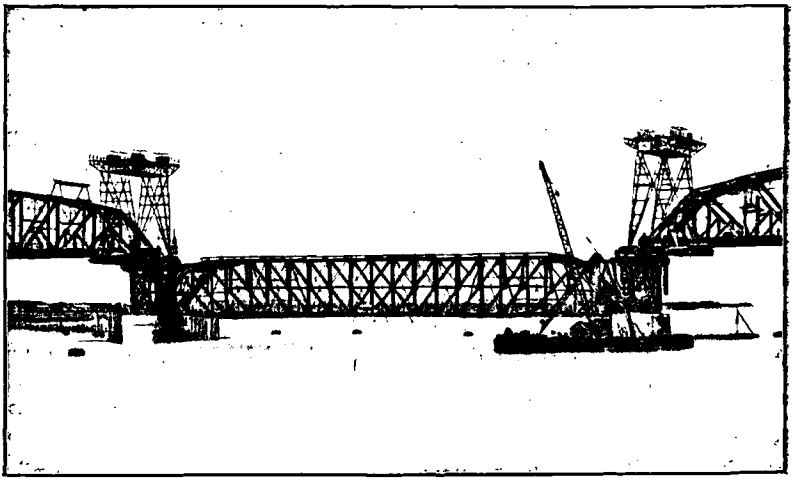
End View. Hardinge Bridge.

A headway of 40 feet above highest-flood level has been provided to permit of the free passage of river craft of all kinds at all seasons. Some 29 million cubic feet of stone have been used in the bridge and training works combined. This protection will not be considered excessive when it is stated that at highest-flood not less than 2⅔ million cubic feet of water flow under the bridge per second.

Each span of girders weighs 1,250 tons and there are 30,000 tons of steel-work in the whole bridge. Before the design of the girders was taken in hand a careful enquiry into the maximum weight, which engines and vehicles used on the standard gauge might be expected to attain, was carried out. The result of this enquiry was to show the desirability of enhancing the scale of loading in the case of this bridge. The existing scale laid down in 1908 as a standard for all India was accordingly increased. For Chord Members the increase amounted to 6·4 per cent, for Web Members to 12 per cent, and for Floor Members to 20 per cent. This is equivalent in respect of the main girders to a train of vehicles weighing 1·6 tons per foot hauled by two 8-wheel coupled locomotives with 20-ton axle loads on each of the coupled wheels, and in respect of the floor system to an 8-wheel coupled locomotive with 23-ton axle loads on each of the coupled wheels. Some 1,700,000 rivets were riveted up at site. For this pneumatic and hydraulic power were employed. In the construction of the masonry of the

bridge, cement concrete was freely used, concrete blocks weighing from 6 to 7 tons each being moulded in the blockyards and, after being allowed to set, carried to the works and used in place of bricks. Electricity was employed for the transmission of power over the whole of the work. The cost of the whole work is estimated to amount to some 360 lakhs of rupees, made up of 100 lakhs for the River Training works, 72 lakhs for the approaches and 188 lakhs for the Bridge structure proper.

The construction of the Hardinge Bridge will very largely remove the inconveniences to which the traffic has hitherto been subjected, although transhipment of the greater part of the traffic from metre to broad gauge



Service Girder in place for erection of last span of Hardinge Bridge.

will still be necessary at one or more points north of the river. This transhipment will now, however, be carried out in permanent transhipp yards, the site of which will not depend on the vagaries of the river, while the very great expense of maintaining a ferry service under unusually unfavourable conditions will be avoided, thus bringing about large savings in working expenses; moreover, the greater rapidity and certainty of transport is expected to result in a very great increase in the volume of traffic on existing lines, while extensions such as the Sara-Serajganj Railway now under construction will bring much new traffic which the Eastern Bengal Railway without the bridge would have been unable to deal with.

The construction of the bridge, therefore, will, it is expected, on a return to normal times, so increase the earning capacity of the Eastern Bengal Railway as to justify the great cost of this bold project.

Sara-Santahar Broad Gauge Extension.

The decision to construct the Hardinge Bridge on the broad gauge rendered it necessary to consider to what extent the metre gauge lines to the north of the Ganges should be converted to broad gauge.

The immediate object that had to be secured was a suitable transhipment yard where the interchange of traffic from broad to metre gauge and *vice versa* could be conveniently carried out. Santahar, the first junction station on the metre gauge lines north of the river, was eventually selected as most suitable for a transhipment station, but the problem of the extent to which the metre gauge lines are to be converted was still under consideration at the close of the period under review. Its consideration has involved the examination of many connected questions of great importance, but recently a solution has been found which it is hoped will meet satisfactorily all the requirements of the case.

As soon as the construction of the Hardinge Bridge had been decided upon, the extension of the broad gauge from a point about 7 miles North of Sara to Santahar, a distance of 45 miles, was put in hand so as to allow of the simultaneous completion of both projects. This programme was carried out, and on the 5th March 1915 when the Hardinge Bridge was opened, the broad gauge line from Sara to Santahar was also opened for passenger traffic. At first it had been intended to extend the broad gauge from Sara to Santahar by converting the metre gauge track to broad gauge but the enormous volume of fast and heavy passenger and goods traffic passing over the line rendered this impossible and the broad gauge line had to be built alongside of, and parallel to, the metre gauge track, so that at present both the metre and the broad gauge tracks are in use. It is proposed, however, that as soon as the embankment on which the new broad gauge track is laid has become consolidated, a second broad gauge track should be substituted for the metre gauge track.

Raja Bhat Khawa-Dalsingpara Branch.

This metre gauge line, which is 17¼ miles long, forms a branch of the Eastern Bengal Railway, by which administration it has been constructed and is worked. It has been built in two portions, the first of which—7¼ miles from Raja Bhat Khawa to Kalchini—was opened for passenger traffic in March 1914. The second or more northerly section from Kalchini to Dalsingpara has only been recently completed and was opened for passenger traffic in March 1915.

The line takes off from Raja Bhat Khawa, a station on the Santrabari Extension and immediately rises towards the foot of the hills. It runs in a west-north-westerly direction through several prosperous tea gardens, to the terminus at Dalsingpara. In addition to tea traffic some timber traffic is expected from the Government Forest Reserves which adjoin.

Bhairab Bazar-Tangi Branch of the Assam-Bengal Railway.

This project comprises a metre gauge railway, 40 miles long, and a wagon ferry across the river Meghna, with the necessary facilities on either bank and constitutes an important link connecting the Dacca Section of the Eastern Bengal Railway and the Assam-Bengal Railway system, between which no railway communication has hitherto existed. The line serves a densely populated and very fertile country growing paddy and jute, and brings Dacca, the most important town east of the Brahmaputra, into railway communication with the port of Chittagong. Apart from its value in the development of the district traversed, the line may thus be expected to procure a considerable through traffic. The branch was opened for traffic on the 1st July 1914, temporary ferry terminal arrangements having been made at Gouripur which is separated from Bhairab Bazar by the old Brahmaputra. The permanent alignment will reach Bhairab Bazar by a bridge of 3 spans of 100 feet and 5 spans of 60 feet girders over the old Brahmaputra with a headway of 23 feet. The permanent ferry terminal arrangements on this bank will be located immediately above the Bazar on a site which is being protected by heavy pitching against the erosion of the river. These important works are now in hand.

Jullundur-Doab Railway.

The construction of railways to serve the rich tract of country between the upper waters of the Beas and Sutlej rivers, known as the "Jullundur-Doab", was under discussion for many years from 1903 onwards, till in 1909 a proposal was made by the Southern Punjab Railway Company to construct a direct line from Jullundur southwards to Ferozepore, 75 miles long, across the Sutlej river, and to run a branch westwards from a junction at Lohian Khas on the right bank to Phillaur, a length of 39 miles. Later, a chord line of 19 miles was added between Jullundur and Nakodar, completing a system of 133 miles of branch lines on the broad gauge, which serve completely the whole Jullundur-Doab, between the main line of the North Western Railway and the Sutlej river, a thickly populated and well-cultivated tract, with many large towns and villages, including Kapurthala, Sultanpur Lodi, Nakodar and Nur Mahal.

Work was begun in November 1911, and the line opened in sections for passenger traffic from 1st January 1913 to 15th June 1914, when the Sutlej bridge of 20 spans of 100 feet was completed.

There has been no goods traffic to speak of since the whole line has been open, but the passenger traffic alone has given handsome returns and shows that, when in normal years the considerable surplus crops are exported to Karachi, the line will fully justify the expenditure on its construction.

Jacobabad-Kashmor Railway.

This 2′ 6″ gauge line, 77 miles long, constructed by the Upper Sind Light Railways Company, and opened on the 1st December 1914, is a feeder to the North

Western Railway, by the Administration of which it is being worked. It taps a well-populated and rich country irrigated by inundation canals. There is every prospect, therefore, of its carrying a large traffic which will increase as the cultivated area about Kashmor develops. Hitherto, the development of this part of the district has been retarded by its being dependent for transport on the river Indus, distant some seven miles from Kashmor.

Cawnpore-Banda Railway.

This 5′ 6″ gauge line, 76¼ miles in length, has been constructed by the agency of the Oudh and Rohilkhand Railway as a chord connecting Juhi, a station on the Great Indian Peninsula Railway and a suburb of Cawnpore, with Khairada, a station on the Jhansi-Manikpur Branch of the Great Indian Peninsula Railway. It traverses a portion of Bundelkhand which is indifferently served by roads or railways, and gives this part of the country better and much needed communication with the large trading centre, Cawnpore. The line crosses the Jumna River by means of a bridge of 12 spans 250 feet, a mile and a half below its junction with the Betwa River. North of the Jumna throughout the Cawnpore district, the land is populous, well-cultivated and largely under irrigation. South of the Jumna, in the Hamirpur and Banda districts, the land is less populous and is intersected by numerous ravines though the soil is good. The chord was opened for traffic in two sections, the northern section from Juhi to Hamirpur Road, 33½ miles, was opened in April 1913, and the southern section from Hamirpur Road to Khairada, including the bridge over the Jumna, was opened in July 1914. The working of the chord was taken over by the Great Indian Peninsula Railway Company on and from the 1st April 1915 and under the contract the Company have agreed to work the chord at the same percentage of working expenses as obtains on the undertaking. They have also agreed to stock the line for 5 per cent of the gross earnings. The net profit derived from working the chord will accrue to Government.

Dudwa-Gauri Phanta Extension.

This branch line on the metre gauge has been constructed by the Rohilkund and Kumaon Railway Agency to carry timber from the Nepal and Government Forests.

The branch is 14½ miles long and was opened for traffic in April 1914. It terminates a few hundred yards from the Nepal border. The country traversed is entirely under forest and is very unhealthy during the rains. All labour for construction had to be imported and it was difficult to keep owing to the prevalence of malaria.

For the present, the branch is only kept open during the cold weather and early summer from November to June or July as it is impossible to keep the staff out on it during the rainy season. It is possible things may improve in this respect when more of the neighbouring forest is cut and cultivation takes its place.

Broach-Jambusar Railway. The Broach-Jambusar Railway has been built by the Bombay, Baroda and Central India Railway Company as a feeder to their broad gauge system, chiefly with a view to developing cotton traffic. The line has been built on the 2′ 6″ gauge and second-hand rails and girders removed from the parent line have been utilized. The total length from the junction at Broach station to the terminus at Jambusar is 29¾ miles.

Petlad-Vaso Railway. This line, which is 15½ miles long and of 2′ 6″ gauge, starts from Petlad station on the Petlad-Cambay Railway and runs in a northerly direction to its terminus at Vaso. The object of the line is to develop cotton and tobacco traffic.

Jodhpur-Phalodi branch of the Jodhpur-Bikaner Railway. This branch, 79 miles in length, has been constructed by the Marwar Durbar as a light railway on the metre gauge. The primary object of the line is to afford protection against famine. It is anticipated, however, that the branch will carry a considerable traffic, as Phalodi is one of the most important towns in Jodhpur State, while other towns in which wealthy Marwari traders reside, lie along the route.

The Jodhpur-Osian section—34 miles—was opened for traffic on 21st September 1913. The Osian-Marwar Lohawat section—27 miles—was opened on 17th March 1914 and the remaining section to Phalodi—45 miles—on 12th May 1914.

Dhrangadra-Halvad Extension of the Dhrangadhra Railway. This 20-mile extension in the extreme north of Kathiawar serves Halvad, an important cotton centre and the ancient capital of the State. The line was opened for passenger traffic on 9th March 1915.

Dhond-Baramati Railway. This 2′ 6″ feeder line, opened for traffic in May 1914, and constructed by the Dhond-Baramati Railway Company, of which the Managing Agents are Messrs. Shapurji, Godbole and Company, runs south from Dhond Junction on the Great Indian Peninsula Railway, to Baramati, 27 miles. The country traversed is barren, but at Baramati the fertile valley of the Nara canal is opened up. Jagri is the chief export.

Bari-Tantpur Extension. An extension of the Dholpur-Bari 2′ 6″ gauge light railway was opened for the carriage of public traffic during the year in two sections, Bari to Baseri, a distance of 9 miles, on the 15th September 1913, and Baseri to Tantpur, a distance of 8 miles, on November 16th, 1914.

This line, which has been constructed by the Dholpur Durbar, opens up the valuable red sand stone quarries in the neighbourhood of Tantpur. From these quarries it is believed that a considerable quantity of the stone for the Mogul buildings in Agra was brought, and they are still extensively worked.

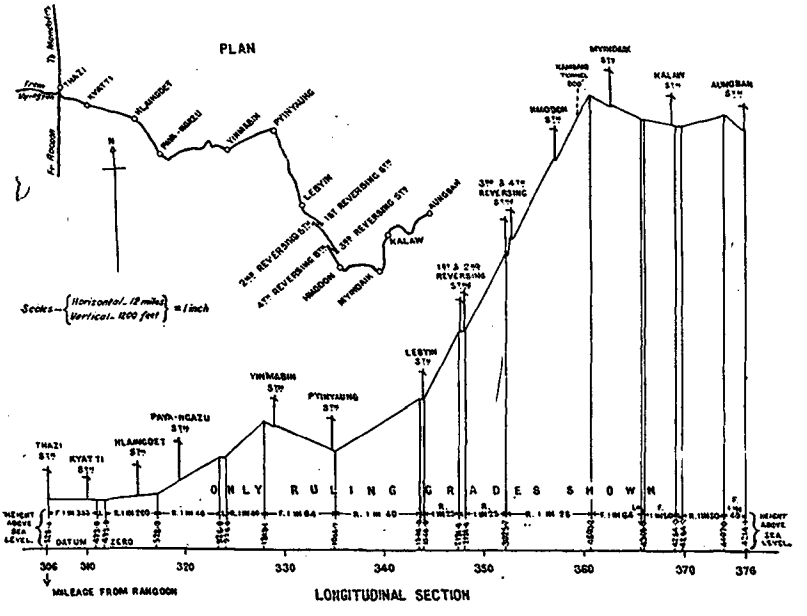
A VIEW OF THE GHAT SECTION, SOUTHERN SHAN STATES RAILWAY

Nidamangalam-Mannargudi Railway.

The Nidamangalam-Mannargudi Railway, 8½ miles in length, which was opened for traffic on February 15th, 1915, has been built by the South Indian Railway Company from funds furnished by the Tanjore District Board. It connects Nidamangalam, a station on the Nagore Branch of the South Indian Railway, with the important town of Mannargudi, which is the centre of a rich agricultural district and has a population of approximately 25,000. A project is under consideration for extending it to Tiruturaipundi on the Tanjore District Board Railway, from which station a branch line to Vedaraniem is also projected.

Southern Shan States Railway.

Altogether 70·25 miles of this line have now been opened for passenger traffic, of which 16·05 miles were opened in June 1912, 6·95 miles in August 1913, 40·06 miles



in February 1915 and the last section 7·19 miles from Kalaw to Aungban on 19th March 1915. The through mileage from Rangoon of the section now open is 305·91 to 375·99 miles. It is now proposed to extend the line on to Heho, a distance of 19·31 miles.

The project was undertaken in order to assist in developing the Southern Shan States, and in particular to serve the trade of the fertile valley of the Inle Lake, which lies some 33 miles beyond the present terminus of the Railway. It will also facilitate the Civil Administration of the States.

The branch forms a junction with the Burma Railways Main Line at Thazi where the climate is not unlike that of the Punjab, and running east commences at the fifteenth mile to climb into a tangled mass of forest-clad hills and precipitous river gorges until at mile 63 Kalaw is reached. Here, the railway enters a country of rounded grassy hills and pine woods where the climate is pleasant and temperate.

It is expected that Kalaw will gradually develop into a popular health resort for Lower Burma for which it possesses many natural and physical advantages.

The section and plan of the line (skeleton diagrams of which are given) indicate the natural difficulties which, together with the scarcity of any kind of labour and the unhealthy climate of the foot hills, have had to be overcome in constructing the line.

Important Lines under Construction.

Burdwan-Howrah Chord.

The original intention was that the chord should start from Burdwan but, as a result of the investigations carried out during the year as to the best point of connection near Burdwan, it has been decided that instead of the chord branching off at Burdwan in the direction of Howrah two additional tracks should be laid along the present alignment between Burdwan and Saktighar and that the actual point of bifurcation from the main line should be at Saktighar. Between Saktighar and Bally, a distance of 45 miles, there will be a double line while the existing double line between Bally and Lillooah will be quadrupled. Work on the whole scheme is now in progress and the chord is expected to be opened for public traffic about the middle of 1916.

Itarsi-Nagpur Railway with a branch to the Pench Valley Coalfields.

This project can conveniently be divided into 3 sections, *viz.*, the Northern, the Southern and the Eastern. The Northern section extends from Itarsi to Amla, the Southern from Amla to Nagpur and the Eastern from Amla to Parasia. The Northern section, which is 81 miles long, is now open throughout. On the Southern section the length between Pandurnah and Nagpur is expected to be opened for public traffic in October 1916 and that between Amla and Pandurnah sometime in April in the year following. The Eastern section, that is, the Pench Valley Branch to the Coal-fields, is expected to be ready for opening in October 1915.

Great Indian Peninsula Railway. Overhead connection at Bombay.

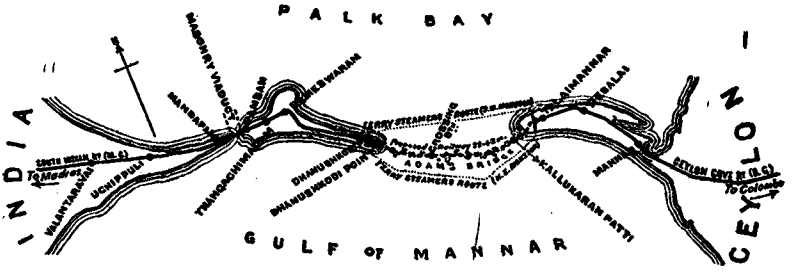
The connection between Victoria Terminus and the Harbour Branch of the Great Indian Peninsula Railway, although but 1·96 miles in length, is one of the most costly undertakings per mile which have

ever been carried out on an Indian Railway. It involves heavy work in the heart of a large city and is estimated to cost Rs. 62 lakhs. The total expenditure *up to the 31st March 1915* was Rs. 19 lakhs. It is anticipated that the line will be opened for traffic in June 1918.

Investigation of Indo-Ceylon connection. Adam's reef.

The possibility of connecting India and Ceylon by a railway across the bank of sand extending the whole way from Rameswaram to Mannar has been reported on from time to time, since 1895 various schemes having been suggested.

The South Indian Railway having been extended to Dhanushkodi, the southernmost point of Rameswaram Island, and the Ceylon Government Railway to Talaimannar, on Mannar Island, two points distant from each other about 21 miles across a narrow and shallow strait, the project has again been investigated with the idea of connecting these two terminal



stations by a railway constructed on a solid embankment raised on the sand bank known as " Adam's Bridge," to supersede the ferry steamer service which has been established between these two points.

In 1913, a detailed survey was made by the South Indian Railway Company and a project has now been prepared. This project contemplates the construction of a causeway from Dhanushkodi Point on the Indian side to Talaimannar Point on the Ceylon side, a length of 20·05 miles of which 7·19 will be upon the dry land of the various islands, and 12·86 will be in water. The sections on dry land will consist of low banks of sand pitched with coral and present no difficulty. The section through the sea will be carried on a causeway which it is proposed to construct in the following way. A double row of reinforced concrete piles, pitched at 10 feet centres and having their inner faces 14 feet apart, will first be driven into the sand. These piles will then be braced together longitudinally with light concrete arches and chains and transversely with concrete ties, struts and

chains. Behind the piles slabs of reinforced concrete will be slipped into position, the bottom slabs being sunk well into the sand of the sea bottom. Lastly, the space enclosed by the slabs will be filled in with sand.

The top of the concrete work will be carried to six feet above high water level, and the rails will be laid at that level. The sinking of the piles and slabs will be done by means of water jets. This causeway, it is expected, will cause the suspended sand brought up by the currents, to settle on either side bringing about rapid accretion and eventually making one big island of Rameswaram island and Mannar island.

If this method of construction is adopted, it is estimated that the total cost of the causeway and works at the two terminal points, *viz*:—Dhanushkodi and Talaimannar will be approximately 111 lakhs.

New construction financed by Private Enterprise, District Boards and Native States.

Branch Line Companies.

During the period under review, concessions were granted and capital raised for the construction by private companies of the railways shown in the table below. These companies have been floated under the so-called "Branch Line" terms, which are printed as Appendices Nos. 32, 33 and 34 of Volume II of this Report and which were issued in their final form in November 1913. Under these terms, financial assistance is offered by Government to private companies undertaking the construction of feeder lines to existing State or Company-worked railways, in either of the following forms:—

(1) A rebate paid by the parent line from its net earnings from traffic brought to it by the feeder railway, sufficient to make up 5 per cent. on the paid up capital of the Branch Line Company; the liability of the main line being, however, limited to the total of the net earnings from this traffic.

(2) A firm guarantee from Government of a 3½ per cent. return on the paid up capital. In certain cases, when the Branch Line Company so desires, a guarantee may be offered in respect of a portion of the capital of the Company, and a rebate in respect of the remainder.

During the year ending March 1914, Rs. 224 lakhs of capital were raised under the Branch Line terms for the construction of 341 miles of railway; while the lines similarly financed during the year under review aggregated 377 miles and involved a total capital outlay of Rs. 197¼ lakhs. Negotiations were, in addition, concluded, and concessions granted for the construction of several branch lines, which have not been shown in the

table, as the capital required for their construction had not been raised by the 31st March 1915.

Name of railway.	Gauge.	Length.	Capital subscribed.	Financial assistance.	Working agency.	Promoters.
		Miles.	Rs. (lakhs).			
Pathora-Jammer Railway ...	2' 6"	35	16¼	Rebate ...	Great Indian Peninsula Railway.	Diwan Bahadur K. R. Godbole.
Sialkot-Narowal Railway ...	5' 6"	38	27½	Rebate ...	North Western Railway.	Messrs. Killick, Nixon and Company.
Pulgaon-Arvi Railway ...	2' 6"	22	11	Rebate ...	Great Indian Peninsula Railway.	Central Provinces Railways Company.
Ahmadpur-Katwa Railway ...	2' 6"	32	17½	Guarantee ...	Branch Line Company.	Messrs. McLeod and Company.
Bangham-Jamalpurgunj Extension.	2' 6"	8	3	Guarantee ...	Bengal Provincial Railway Company.	Bengal Provincial Railway Company.
Bhairab Bazar-Mymensingh Railway with Branch.	3' 3¾"	113	86	Rebate and Guarantee combined.	Assam-Bengal Railway.	Messrs. Gillanders, Arbuthnot and Company and Killick, Nixon and Company.
Guzerat Railway extensions including purchase of Shivrajpur tramway and of its extension to Pani.	2' 6"	97	38 (Capital to the extent of Rs. 16 lakhs was raised in the first instance.)	Rebate ...	Guzerat Railways Company.	Guzerat Railways Company.
Trichinopoly-Puddukotai Railway.	3' 3¾"	32	20	Rebate ...	South Indian Railway.	Raja of Pudukotai.

It is satisfactory to note that notwithstanding the effect which the outbreak of war has exercised on the money market, three out of the eight lines included in the foregoing table were financed after its outbreak—a fact which testifies to the popularity of Companies floated under the Branch Line terms. Additional evidence of this popularity is furnished by the fact that apart from the schemes for which concessions have actually been granted, there were under negotiation at the close of the year 1914-15 proposals for the construction of 2,376 miles of railway on the 2' 6" gauge, 649 miles on the metre gauge, and 570 miles on the broad gauge, or an aggregate of 3,595 miles of railway, involving a total capital outlay of nearly twenty crores of rupees, or upwards of thirteen millions sterling.

Improved terms for Assam.

But, however attractive the Branch Line terms of 1913 may have proved in respect of the better developed provinces of India, it was recognised that in Assam, owing to the undeveloped state of the country, further inducements than those held out by the Branch Line terms were necessary if private capital was to be attracted to railway projects. It was accordingly decided that special terms should be offered for the construction of railways in that province and a Resolution was issued in January 1915 which permitted the grant, for a limited number of years after opening of a railway to traffic, of a provincial subsidy of 1 per cent. by the Assam Administration in addition to the Imperial guarantee of 3½ per cent. The number of proposals for the construction of feeder lines in Assam, which have been put forward since the publication of this Resolution, shows that the value of this additional concession is fully appreciated by the public

and it may confidently be expected that, within a few years, a system of such feeder railways, adequate to the development of which Assam at present stands in need, will have sprung up.

District Boards.

The part taken by the District Boards of the Madras Presidency in the development of railway communications in the Presidency is well known. Since the year 1884, District Boards in Madras have been empowered to levy a special cess not exceeding 3 pies per rupee of land revenue,—the proceeds of this cess being reserved for the construction of feeder railways intended to develop the districts which finance and own them.

The Tanjore and Kistna District Board Railways were for some years the only examples of lines so constructed, but recently the example of those Boards has been followed in several other parts of the Presidency. During the year under review, the following lines were under construction at the cost of local funds :—

(1) Podanur-Pollachi (3′ 3$\frac{3}{8}$″) by the District Board of Coimbatore, 25 miles in length and estimated to cost Rs. 11$\frac{1}{2}$ lakhs.

(2) Tenali-Repalli Railway (5′ 6″) by the District Board of Guntur, 23 miles in length and estimated at Rs. 14 lakhs.

(3) Nidamangalam-Mannargudi and Tirutturaipundi-Vedaraniem Railways (3′ 3$\frac{3}{8}$″) by the Tanjore District Board, having a combined mileage of 31$\frac{1}{2}$ and being estimated to cost approximately Rs. 20 lakhs.

For various reasons, no new District Board Railways were actually sanctioned during the year, but at its close negotiations were in progress in connection with a number of important schemes, which it was hoped would shortly materialise.

To encourage District Board enterprise in other parts of India, permission to legislate for the levy of a railway cess was extended during 1913 to all Local Governments desiring to introduce such legislation but it will probably be some years before any of the local Boards in these provinces have accumulated sufficient funds to commence the construction of branch railways.

Native States.

During the year under review the following lines were under construction at the cost of Native States :—

Baroda.

	Length in miles.
1. Chalala-Dhari, metre gauge	11·71
2. Patan-Kakoshi, metre gauge	24·72
3. Bilimora-Sara-Kalamba, 2′ 6″ gauge	34·98
4. Jarod-Samlaya, 2′ 6″ gauge	5·35
5. Motipura-Tankhala, 2′ 6″ gauge	27·16
6. Masar Road-Jambusar, 2′ 6″ gauge	7·22
7. Vaso-Pihij, 2′ 6″ gauge	3·48
8. Samlaya-Savli-Timba, 2′ 6″ gauge	33·24
9. Okhamandal, metre gauge	37·02

Bikaner.

	Length in miles.
Ratangarh-Sardarshahr, metre gauge ...	... 28·00

Cutch.

Anjar-Bachau, 2′ 6″ gauge	... 23·75

Hyderabad.

Secunderabad-Gadwal, metre gauge ...	... 116·29

Jaipur.

Jaipur-Reengus, metre gauge ...	... 36·00
Reengus-Sikar, metre gauge	... 30·97

Jind.

From a point 14·81 miles from Panipat to Jind, 5′ 6″ gauge	28·80

Jodhpur.

Jaswantgarh-Ladnu, metre gauge ...	... 4·56
Marwar-Sanderao, metre gauge	... 71·00

Junagad.

Bantwa-Kutiana, metre gauge ...	... 11·17

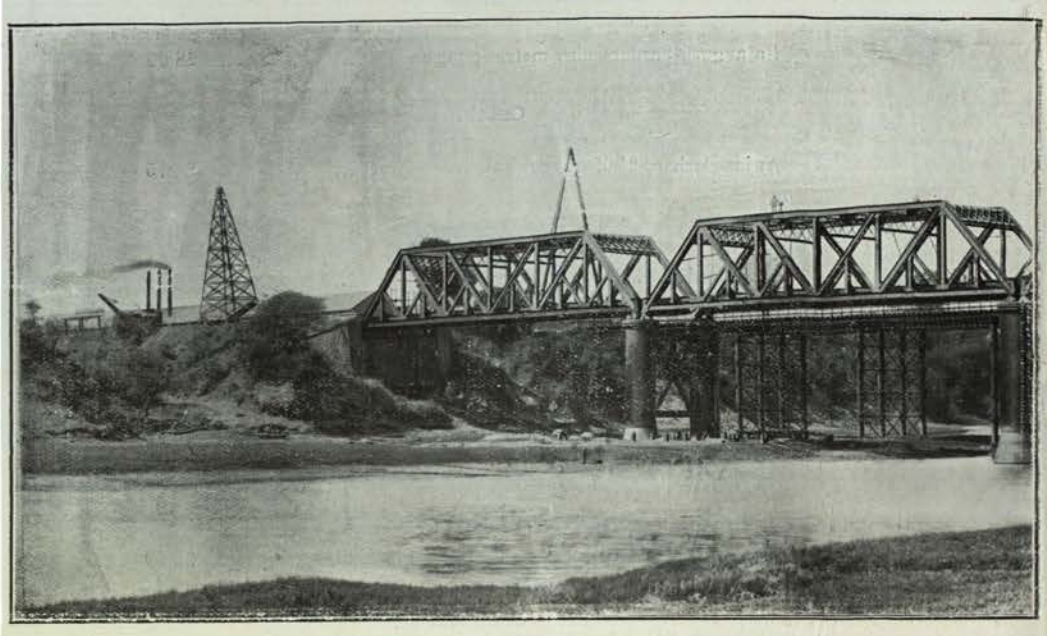
Mysore.

1. Mysore-Arsikere, metre gauge ...	... 106·50
2. Kolar-Chik Ballapur, 2′ 6″ gauge	... 38·15
3. Tarikere-Narasimharajapura, 2′ 0″ gauge ...	... 25·00

Travancore.

Quilon-Trivandrum, metre gauge ...	... 39·15

Amongst the Native States who own property in the shape of railways are Baroda, Hyderabad, Bhavnagar, Gondal, Porbandar, Jodhpur, Bhopal, Patiala, Morvi, Junagad, Kashmir, Kolhapur, Rajkot, Jetpur, Mysore, Cooch Behar, Gwalior, Mewar, Kotah, Navanagar, Rajpipla, Bikaner, Dhrangadra, Parlakimedi, Cambay, Maler Kotla, Jind, Cochin, Travancore, Cutch, Jaipur, Mourbhanj, Sangli, Dholpur, and Bahawalpur. The order in which these names are given represents approximately the sequence in which the different States first began to interest themselves in schemes of railway extension.



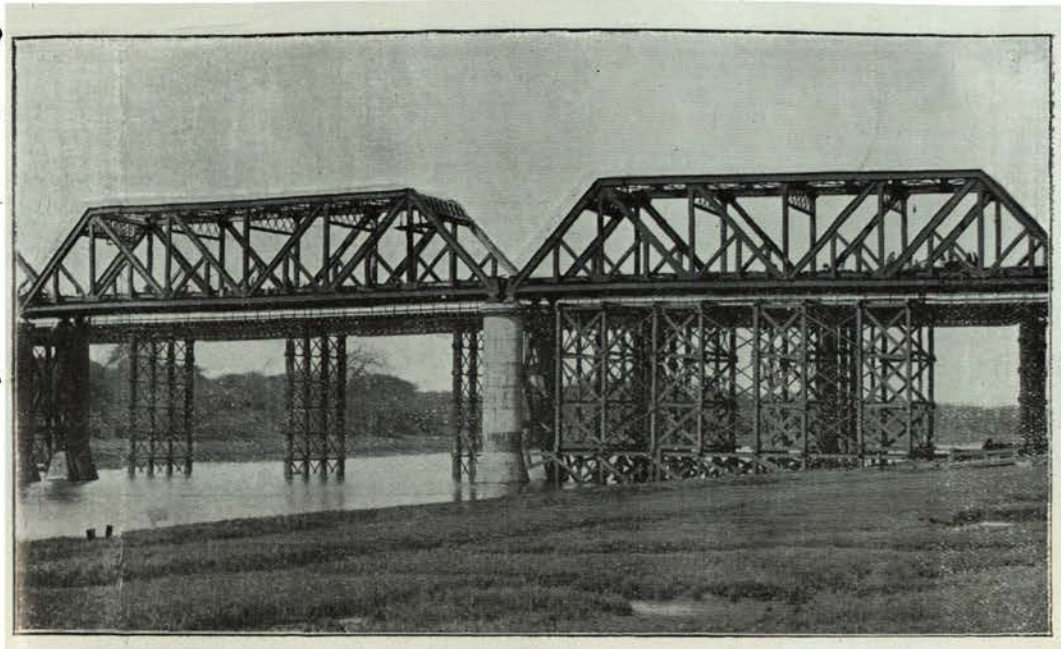
The rebuilding of the Par Bridge—Bombay, Baroda and

In many cases at the inception of the projects undertaken during the last quarter of the nineteenth century the Native States concerned had no hope of securing a direct profit, but spent their moneys with a view solely to the development of their territories. This policy has justified itself not only by the development which has actually been brought about but in many cases by a substantial direct return in the form of net earnings secured from the railway property.

Both Baroda and Mysore have now a regularly constituted department in charge of Railways, while Bhavnagar, Gondal, Porbandar, Jodhpur, Morvi, Junagad, Gwalior, Bikaner and Dholpur manage their own railways The lines of other States are worked by the neighbouring Main Line Companies under an agreement with them or by State Railway Administrations under an aggreement with the Government of India.

Aerial Ropeways.

With a view to the control of aerial ropeways, for which several schemes have recently been submitted to the Railway Board, the Government of India have had under consideration the advisability of introducing special legislation on the subject, as neither the Indian Railways Act nor the Tramways Act can apply to the case of ropeways.



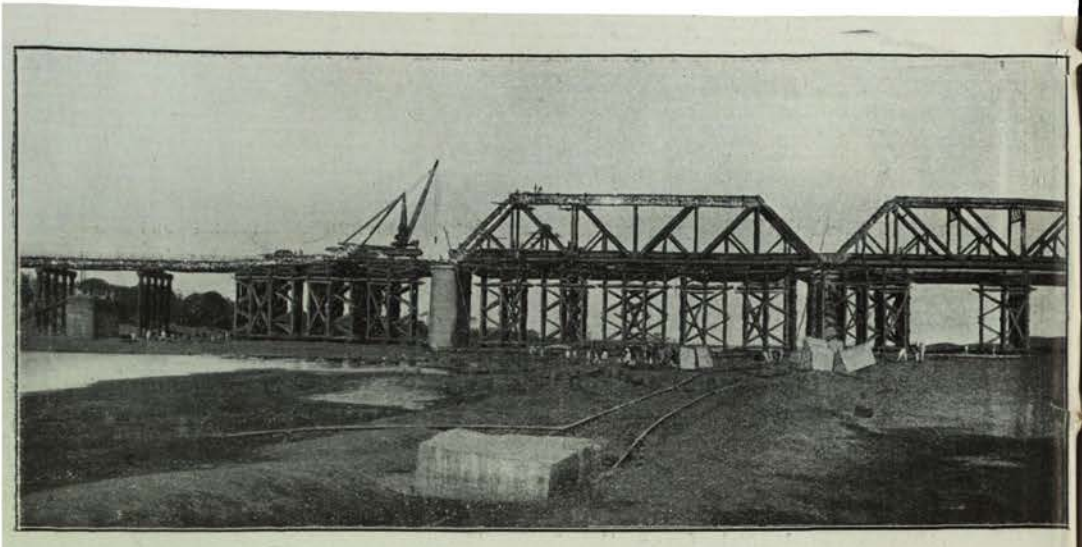
Central India Railway. Five spans of 160' Double Track.

The Local Governments and Administrations who were consulted in the matter have forwarded their views, and these are now under consideration.

Improvement of Open Line Equipment.

Up till the end of the year under review expenditure on the numerous works of open line improvement in progress throughout the country had not been in any way curtailed. It has been possible, moreover, to arrange a supply of funds during the year 1915-16 which will permit of a rate of progress on these works but little less rapid than that reached during recent years. In the view of the Railway Board the increased facilities for handling traffic rapidly afforded by such works of improvement, as the doubling of existing tracks, the remodelling of cramped station yards, the construction of additional crossing stations and sidings and the improvement of watering arrangements are more urgently required than further additions to rolling stock. The difficulty which the present war necessarily places in the way of obtaining manufactured material need not, therefore, bring to a standstill the programmes of work which have been framed, since much can be done with great advantage with the materials and labour available in India.

The special map which accompanies this report shows where the more important open line works were in progress during the year.



The Rebuilding of the Tapti Bridge—Bombay, Baroda and

Additional tracks.

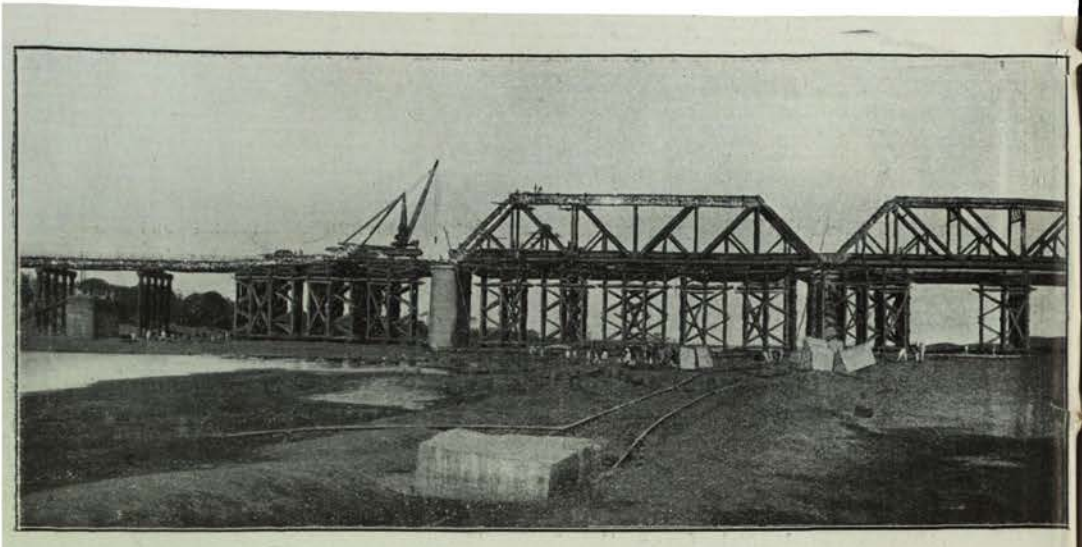
A route mileage of over 400 was in process of being equipped with a second track or with third and fourth tracks.

The Great Indian Peninsula Railway completed and opened for traffic the third and fourth tracks between Byculla and Thana in February 1915, 18½ miles. The quadrupling between Thana and Kalyan, 12½ miles, is being rapidly pushed on. On the same railway the second track between Shegaon and Murtajapur has been completed, while the doubling of the 134 miles between Murtajapur and Nagpur is still in progress.

Following on the quadrupling of the tracks between Naihati Junction on the Eastern Bengal Railway and Sealdah Terminus it has been decided to undertake the quadrupling of tracks between Tiljala Junction outside Sealdah and the Port Trust Railway serving Calcutta Docks. Work made good progress on these 4½ miles. At various points both on the broad and metre gauge sections of the Eastern Bengal Railway a second track is being provided where congestion has been acutely felt. During the year the doubling of 35 miles of track in all was in progress.

The same policy is being pursued by the East Indian Railway Administration who are laying a third track on two short sections, Uttarpara to Lillooah, 3 miles, and Bhadreswar to Baidyabati, 2½ miles, apart from the work being done in connection with the construction of the Burdwan-Howrah Chord to which a reference has already been made. On the same railway, 9 miles of double track has been laid during the year.

On the Bengal-Nagpur Railway the section between Bankura and



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On the Bengal-Nagpur Railway the section between Bankura and

On the Bengal-Nagpur Railway, the largest remodelling schemes in hand are Bilaspur, Gondia, Chhindwara, Adra and Bhojudih.

On the South Indian Railway, the remodelling of Chingleput and Mayavaram stations were completed.

On the Eastern Bengal Railway, the remodelling of Naihati yard has been completed, while work was in progress on Sealdah, Ranaghat, Katihar and Santahar.

The East Indian Railway have important remodelling schemes in hand at Howrah, Bandel, Mohuda and Ghaziabad, while on the Madras and Southern Mahratta Railway the important Bezwada remodelling scheme is nearing completion.

New stations.

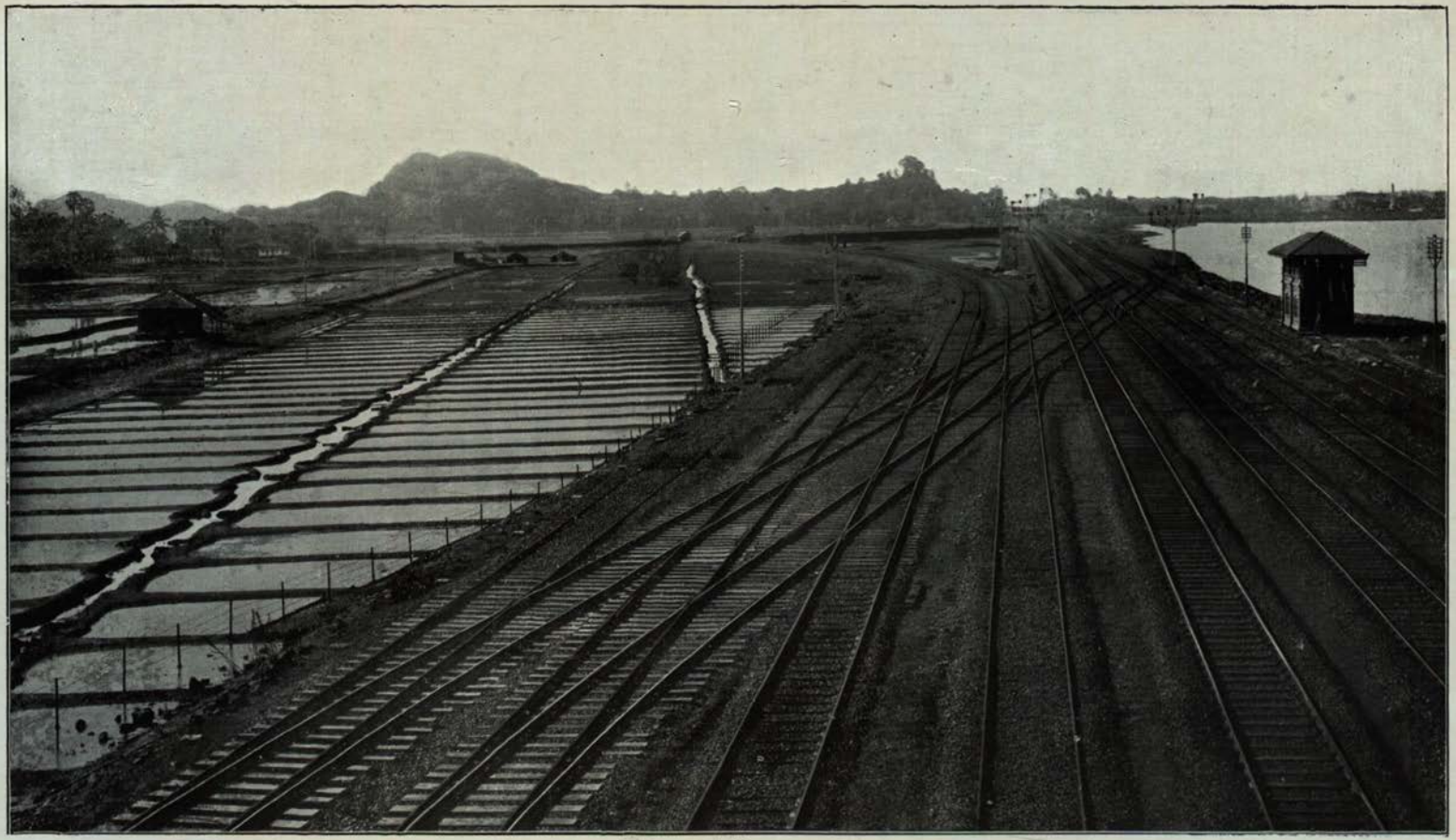
No less than 92 new stations were in course of construction on open lines of railway during the year. The Eastern Bengal Railway heads the list in this connection with a total of 26 new stations under construction, while on the North Western Railway, 25 new stations are being built, though several of these have been necessitated by military considerations rather than by the requirements of ordinary public traffic.

Girder renewals.

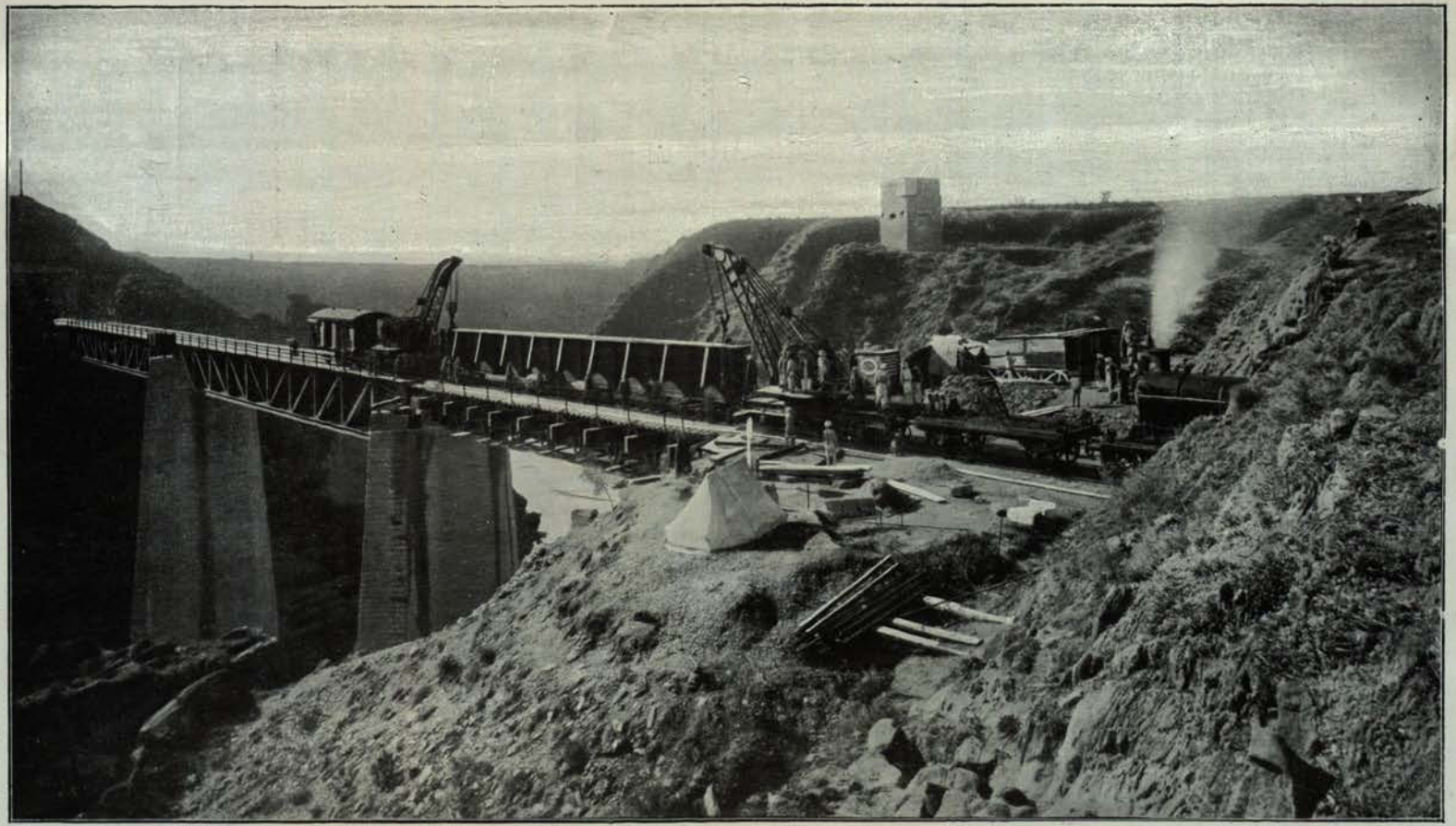
Nineteen important bridges were being regirdered during the year. In last year's Report mention was made of the difficulty which frequently attends work of this kind, and special mention was made of a difficult piece of work undertaken by the North Western Railway engineers. In the present Report mention may be made of an ingenious method of erecting new girders adopted by the Engineer-in-Chief, South Indian Railway, in the case of a number of important regirderings carried out on his railway. The rivers to be crossed in these cases have wide sandy beds, dry throughout a considerable part of the year. On either side of the track timber trestle ramps were built at the piers of the bridge sloping down to the level of the river bed on either side. The new girders were erected in the first instance on the river bank and each new span was dragged out on trollies on a track in the river bed to a point opposite to the pair of girders to be renewed. The new girders and the old ones were then fastened together by hawsers and the old girders were dragged on trollies down the ramp on one side of the bridge, while the new girders were being dragged in the same way up the ramp on the other side. In this way the weight of the old girders acted as a counterpoise to that of the new girders and the replacement was successfully and economically effected.

Water-supply.

Fifty-nine schemes for the improvement of water-supply were also in hand which in many cases involved the construction of large dams for the



View of Junction of Harbour Branch with Bombay—Thana Quadrupled lines at Kurla, Great Indian Peninsula Railway.



Substitution of a "Trough" Plate Girder span under traffic on the Kurang Bridge.—North Western Railway.

impounding of an adequate supply during the monsoon period. The Bengal-Nagpur Railway Administration were responsible for seventeen water-supply schemes, while on the Madras and Southern Mahratta Railway fifteen and on the Bombay, Baroda and Central India Railway, thirteen, such schemes were in progress.

Workshops.

Besides these works in connection with the improvement of the capacity of a railway there are certain works which make considerable demands on railway funds and which as they are not directly connected with the movement of traffic, are apt to be lost sight of by the ordinary travelling public. Locomotive and Carriage and Wagon shops are amongst such works. In late years all Railway Administrations have had to spend very freely on the improvement of their workshops and as the following will show considerable progress has been made. In Bombay, entirely new and up-to-date Carriage and Wagon shops have been erected at Matunga by the Great Indian Peninsula Railway while the Bombay, Baroda and Central India Railway have the remodelling of their Locomotive shops, at Parel; in hand. At Lahore, the North Western Railway have recently completed their new Carriage and Wagon shops and the new Locomotive shops are fast approaching completion.

At Kanchrapara, the Eastern Bengal Railway have just completed the erection of their new Carriage and Wagon shops and are considering the remodelling of their Locomotive shops at Kanchrapara as well as considerable additions and alterations to the metre gauge shops at Saidpur. At Perambur, the Madras and Southern Mahratta Railway have also recently completed the erection of new Locomotive shops and at Gorakhpur on the Bengal and North-Western Railway new and up-to-date Carriage and Wagon shops have been completed while new Locomotive shops are in process of erection.

All these improvements have necessitated a large outlay of money but should quickly make their influence felt by a cheaper, quicker, and increased out-put of work.

Rolling-Stock.

Rolling-Stock.

During the period under review, the additions to the rolling-stock of Indian railways, apart from renewals carried out on revenue account, have been as follows :—

	5' 6" gauge.	Metre gauge.	Smaller gauge.
Locomotives	353	56	32
	(174)	(56)	(17)
Coaching vehicles in terms of 4-wheeled units	821	483	283
	(871)	(600)	(145)
Wagons and trucks in terms of 4-wheeled units	11,908	2,283	963
	(4,943)	(1,513)	(219)

The average annual additions to the rolling-stock for the preceding five years are shown underneath the corresponding figures for the year under review.

It will be noticed, that the additional wagons supplied during the year have been unusually numerous. The effect of this upon the general position, is noticed in another paragraph.

Superheaters.

The results recorded during the year from the use of superheaters on engines are striking. In every case a considerable saving both in fuel and water consumption, is reported. The saving in fuel has been between 17 per cent and 25 per cent, and in water, 15 per cent to 35 per cent, according to the circumstances under which the engines were working. Superheater engines have also proved capable of hauling greater loads than saturated engines. It is generally anticipated, moreover, that the reduced boiler pressure will prolong the period of running, before heavy boiler repairs become necessary.

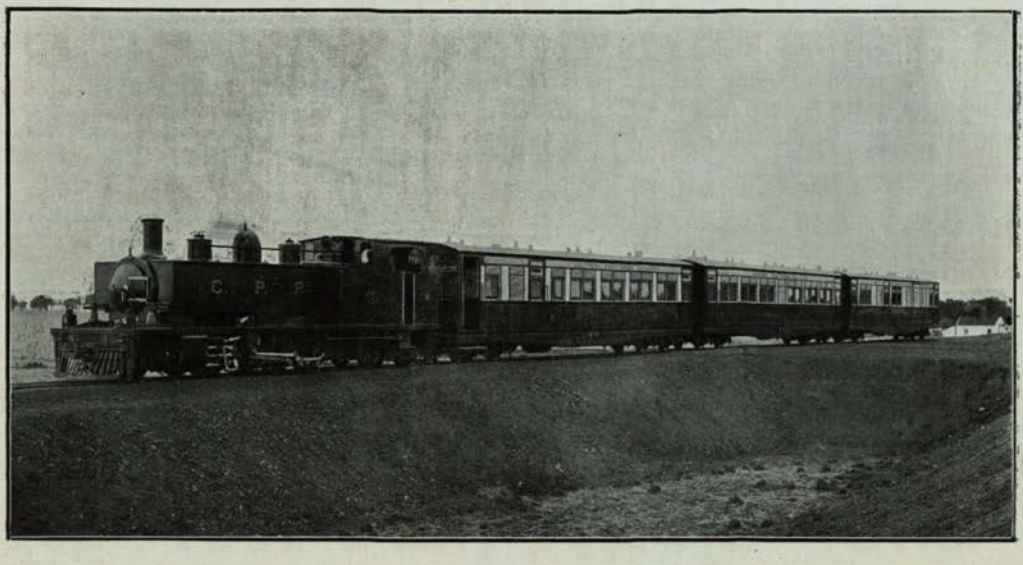
The Locomotive Superintendent, North Western Railway, reports that by using superheaters on engines of the heavy goods (2-8-0) type on the Karachi District, it has been found possible, under favourable conditions, to haul loads of 72 vehicles between Kotri and Karachi, on which section, engines of the same type using saturated steam, could only take 55 vehicles, owing to grades of 1 in 200. Not only do the superheater engines take heavier loads, but they show a reduction of 30 per cent in fuel and in water consumption per vehicle mile.

These very satisfactory results have led several railways to decide that all their engines for main line work shall be fitted with superheaters, and this will have an important bearing on several proposals for regrading, at present under consideration.

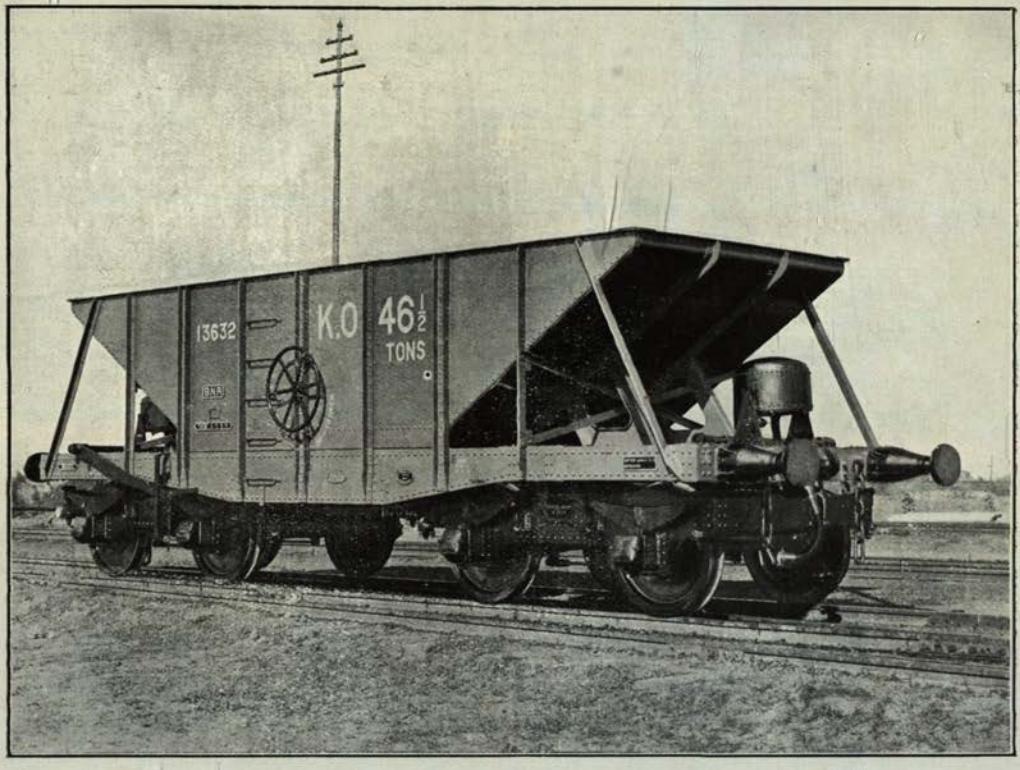
Types of rolling-stock.

No striking alterations in type of vehicle have been introduced during the year. The Great Indian Peninsula Railway Company have obtained their first instalments of 2′ 6″ gauge stock for the Central Provinces and Dhond-Baramati Railways, the first branches of the Great Indian Peninsula Railway to be constructed on this gauge. The coaching vehicles provide accommodation for 1st and 3rd class passengers only, and the distinctive appearance of the Great Indian Peninsula Railway Company's 5′ 6″ gauge stock has been retained in the stock built for the narrow gauge.

The bogie hopper wagons provided by the Bengal-Nagpur Railway for carrying iron ore for the Tata Iron and Steel Works, are a noteworthy instance of a special class of vehicle having to be provided to meet a special demand.



2′ 6″ Gauge Train.—Central Provinces Railways.



Bogie Hopper Wagon—Bengal-Nagpur Railway.

Oil fuel trials.

The preliminary oil fuel trials referred to in last year's Administration Report, have now been completed. Five different systems of burning oil have been tried, with many variations in the arrangement of burners, air supply, brick arches and brick linings of fire-boxes, etc. Having found the best working conditions for each system (as indicated by free steaming, freedom from black smoke and minimum fuel consumption) the next step was to determine the relative merits of the different systems for everyday work.

As a result of the preliminary trials, Holden's Coal and Oil System (but with oil only), and the Mexican Trough System have been selected for the final trials. The new engines to be used in the final trials are now under erection, and are being fitted accordingly. It is expected that the final trials will commence about September next, after the engines have run a sufficient number of trips to ease all bearings and get the oil-burning apparatus thoroughly tuned up.

The preliminary trials have proved conclusively, that oil fuel is preferable to coal in respect to uniformity, free steaming and freedom from black smoke. So far as can be judged at present, the wear and tear of fire-boxes is not materially increased by the use of oil fuel. The substitution of oil fuel for coal is therefore merely a question of the price at which the oil fuel can be supplied. The final trials will determine the price that railways can afford to pay.

Improvements in Traffic Working.

Train Control System.

The train control system which was first introduced on certain lengths of the Great Indian Peninsula Railway during the year 1913-14 and a short description of which was given in the Railway Administration Report for that year, has been extended to various sections of that line. The results obtained from the working of the system continue to be satisfactory. Its adoption on certain other railways has been postponed owing to the difficulty in obtaining telephone materials.

Catering on Railways.

With the approval of the Railway Board, the Bengal-Nagpur Railway have terminated the agreement with their Refreshment Contractors and formed a Catering Department of their own to work all the Restaurant Cars and Refreshment rooms on the system. The Company expected that this arrangement will make for efficiency and the comfort of the travelling public besides proving a financial success, as has been the case on English Railways.

Reorganization of the Traffic Department of the North Western Railway.

Owing to the great increase in the mileage and the volume of traffic dealt with by the North Western Railway it was found that the Traffic Department of that line could no longer be efficiently supervised and controlled by one Traffic Manager. The Railway Board decided that the only practicable means of improving matters was to reorganise the department so as to follow, as far as Indian conditions would permit, the system in force on Railways in Europe and America of dividing the traffic organisation into two separate departments, *viz.*, one to deal solely with transportation and passenger traffic and the other to deal solely with the commercial side of traffic working, including rates and claims. With this object in view the Railway Board deputed a senior Traffic Officer to examine the conditions and the requirements of the railway and to draw up a scheme of reorganisation on the lines indicated.

His report was received in October 1913. It dealt with the question of a complete separation of the two branches of work, and in course of time it may become necessary to go as far as suggested in it. The Railway Board, however, considered that the immediate introduction of the scheme as a whole would cause some confusion in the working of the Traffic Department and they submitted to the Secretary of State for sanction certain modified proposals for bringing into operation separate Commercial and Transportation Departments.

Under these proposals, the Transportation Department will be controlled by a Traffic Manager, a Deputy Traffic Manager and three Divisional Deputy Traffic Managers holding charge of definite portions of the line with District Superintendents working directly under them. The Commercial Department will have one Chief Commercial Superintendent working directly with the Agent, and having under him one Rates Superintendent and three Superintendents holding charge of the Commercial branch of the work of divisions of the line corresponding with those of the Transportation Department.

This organisation makes the Deputy Traffic Managers, Transportation, responsible for the working of their respective divisions only, thus allowing them to move about and personally to inspect stations and assist their District Officers far more freely than they were able to do under the old system in which a Deputy Traffic Manager was responsible for certain branches of the work over the whole line. Moreover, as the Commercial part of the work is gradually taken over by the Commercial Divisional Superintendents further relief will be effected and better opportunity afforded to the officers of the Transportation Department to exercise that close personal check which is so essential to efficient working, and those of the Commercial Department to specialize in their branch of the work. It is felt that this will enable the latter to give the many budding industries in

CATERING ARRANGEMENTS FOR INDIAN PASSENGERS.—NEW STYLE.
INTERIOR OF INDIAN REFRESHMENT CAR.—NORTH WESTERN RAILWAY.

CATERING ARRANGEMENTS FOR INDIAN PASSENGERS.—OLD STYLE.

the country the special attention which is necessary for their development as well as to apply proper means for canvassing and obtaining traffic to be handled by the Transportation Department.

The proposals placed before the Secretary of State for India were approved generally and a distinct move in the direction of introducing them has been made. But the outbreak of war and the consequent surrender of staff for military duty has temporarily interfered with the completion of the change which will be gradually carried out as opportunity offers.

Development of indigenous industries.

The Railway Board have been giving special consideration to the question of the assistance which can be rendered by railways in the development of indigenous industries by the quotation of favourable rates for the carriage of raw material required in manufacture and the carriage of the finished product. They are of opinion that the conditions brought about by the war, which have placed obstacles in the way of the importation of foreign manufactures, render the present time exceptionally opportune for the starting of new enterprises and the revival of old ones. In these circumstances, it was decided to bring matters prominently before the notice of railway administrations.

Purchase of Stores in India.

The Railway Board, in pursuance of the policy of the Government in this matter, have continued to encourage the purchase in India of all articles of indigenous origin or of local manufacture, which are required for railways and which do not compare unfavourably in quality and price with similar articles obtained from England. Apart from the special circumstances brought about by the war, the value of orders placed in this country has steadily risen, which, in view of the conditions governing the placing of such orders, indicates progressive industrial development.

Since the out-break of war, the abnormal industrial situation in England has resulted in the diversion of substantial orders for rails, cast-iron sleepers and chairs to India, as also for such rolling-stock as can at present be constructed in this country.

Government Test House at Alipur.

The following summary of the work carried out in the Superintendent of Local Manufactures' Department, may be of interest.

The receipts for the past year for inspection, chemical analysis, and physical tests, show an increase over those of the previous year of about 24 per cent.

As regards both inspection and testing, the increases are principally due to work undertaken on behalf of Government Departments (other than State Railways) and Companies' lines, and not appreciably on account of an increased volume of work from State Railways.

The work given to firms in Calcutta and to the Barakar Iron and Steel Works, is shown in the following figures :—

	1913-14.	1914-15.
	Rs.	Rs.
Wagons	11,87,980	20,54,980
Carriages	75,600	63,000
Steamers	34,452	*Nil.*
Barges	2,12,173	11,894
Bridge and Structural Work ...	15,88,397	8,14,345
Permanent-Way	2,01,586	1,21,756
Castings, etc.	8,06,088	8,60,671

In addition to the tensile and bending tests made on samples of material for railways, a great deal of varied and miscellaneous work has been done in the Physical Laboratory; and the Chemical Laboratory has been well employed in the analysis of coal, oil fuels, oil, water, lime and cement. As many as twenty-three private firms, who had not previously employed this Department's services, sent samples of oil and cement to be reported on. Many of the samples of cement were of Indian, Japanese or Chinese manufacture.

Coal Department

Tonnage of coal inspected.

During the calendar year 1914, the tonnage of coal inspected by the State Railways Coal Department, amounted to 3,985,572 tons. Of this, the coal carried to destination by rail amounted to 3,060,257 tons, and by sea from Calcutta, to 925,315 tons in 267 cargoes. Coal mined in India in 1914, amounted to a total of 15,727,631 tons, out of which railways accounted for a consumption of 5,200,000 tons or, roughly, one-third of the coal raised. Owing to the difficulty of obtaining tonnage, large quantities of coal under contract for delivery to railways at Karachi, Bombay and Madras by sea, were transferred to the all-rail

route, total transfers to the end of the period under review amounting to about 450,000 tons. In spite of these transfers, the total quantity of coal shipped from Indian ports was actually greater than during the previous year. However, the high freights prevailing will probably cause a considerable decrease in the export of coal during the present year.

Excess of coal over requirements.

Owing to the falling off in traffic in consequence of the war, the coal under contract for several railways, was found to be in excess of requirements, and arrangements were made for the delivery of a portion of this coal to be postponed until the year 1916-1917. The total coal affected by this arrangement was about 450,000 tons.

Fall in prices of coal.

Coal prices fell steadily during the year, particularly for inferior qualities, owing to the accumulation of stocks at the collieries. This fall in value continued up to the end of the period under review, when large quantities of fair second class coals could be obtained at about Rs. 2 per ton at pit's mouth, a rate which is not much over the cost of raising the coal.

Inspection of cargoes of public export coal.

At the end of the year, an offer was made by the Coal Department to the coal trade through the Indian Mining Association, to inspect and pass cargoes of public export coal. It was hoped that this offer would stimulate the export coal trade, but the rise in sea freights has prevented much business being done. A number of cargoes for two firms in out-ports have, however, been inspected and passed, and when freights drop to a normal figure, this arrangement may tend to stimulate the Indian export trade.

Accidents.

The Annual Report by the Railway Board on accidents on Indian Railways, which has hitherto been issued as a separate publication, has been included in this Report as it is considered desirable to include in fuller detail in one publication all information of interest concerning Indian Railways.

The Abstract returns of accidents which form an accompaniment to the report on accidents have also been included in the report as Appendices 29, 30 and 31.

The number of persons killed and injured on Indian Railways in the working of public traffic during the year 1914-15 as compared with previous years, was as follows :—

Particulars.			1910.	1911.	1912.	1913-14.	1914-15.
Passengers ...	Killed	By accidents to trains, rolling-stock, permanent-way, etc.	3	12	7	58	16
		By accidents from other causes, including accidents from their own want of caution or misconduct.	184	198	199	210	217
		Total killed ...	187	210	206	268	233
,,	Injured	By accidents to trains, rolling-stock, permanent-way, etc.	184	134	159	104	140
		By accidents from other causes, including accidents from their own want of caution or misconduct.	475	565	635	711	731
		Total injured ...	659	699	794	815	871
Railway Servants.	Killed	By accidents to trains, rolling-stock, permanent-way, etc.	37	27	20	36	36
		By accidents from other causes, including accidents from their own want of caution or misconduct.	361	396	385	444	407
		Total killed ...	398	423	405	480	443
,,	Injured	By accidents to trains, rolling-stock, permanent-way, etc.	108	125	130	133	160
		By accidents from other causes, including accidents from their own want of caution or misconduct.	545	666	736	712	699
		Total injured ...	653	791	866	845	859
Other persons	Killed	At level crossings	37	49	44	56	52
		Trespassers	1,036	1,126	1,178	1,303	1,327
		Suicides	157	223	234	208	245
		Miscellaneous	42	47	83	23	67
		Total killed ...	1,272	1,445	1,534	1,590	1,691
,,	Injured	At level crossings	26	39	42	49	37
		Trespassers	268	301	353	394	361
		Suicides, attempted	8	8	7	8	9
		Miscellaneous	59	31	47	31	39
		Total injured ...	352	379	449	482	446
Total of all classes.	Killed	.....	1,857	2,078	2,145	2,338	2,367
,,	Injured	.....	1,664	1,869	2,109	2,142	2,176

The total number of persons of all classes killed by causes beyond their control was 76 against 117 and the number injured 329 against 270 in the previous year. Out of a total of 451·09 millions against 466·40 millions of passengers travelling, and of 16,022·85 millions of miles against 16,612·58 millions of miles travelled, 16 passengers were killed and 140 injured against 58 killed and 104 injured in the previous year. This gives an average of

one fatal casualty in 28·19 millions against one in 8·04 millions of persons travelling, and an average of one in 1,001·43 millions against one in 286·42 millions of miles travelled in 1914-15 and 1913-14, respectively. This diminution in the number of fatalities cannot, however, be attributed to any decrease in the number of accidents. In the previous year an unusually large number of persons were killed; two accidents alone causing the death of 56 persons.

The number of passengers killed from causes beyond their own control was 0·04 per million of passengers travelling.

The table below shows the number of accidents which occurred on each of the principal railways and the consequences which attended those accidents.

Railways.	Number of accidents reported during the financial year 1914-15.	Passengers and others.		Servants.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
5′ 6″ Gauge.							
Bengal-Nagpur	11	2	2	4	7	6	9
Bombay, Baroda and Central India ..	7	1	3	1	6	2	9
Eastern Bengal	3	3	...	1	...	4	...
East Indian	35	8	45	10	39	18	84
Great Indian Peninsula ...	19	7	8	8	47	15	55
Madras and Southern Mahratta ...	4	2	...	1	1	3	1
Nizam's Guaranteed State ...	1	...	...	2	5	2	5
North Western	16	8	43	5	24	13	67
Oudh and Rohilkhand	5	2	16	1	3	3	19
3′ 3⅜″ Gauge.							
Assam-Bengal	3	...	...	1	7	1	7
Bengal and North-Western ...	2	1	1	...	...	1	1
Bombay, Baroda and Central India ...	8	1	13	...	5	1	18
Burma	2	1	2	...	...	1	2
Eastern Bengal	3	...	1	1	1	1	2
Jodhpur-Bikaner	3	...	5	...	4	...	9
Madras and Southern Mahratta ...	6	3	15	...	1	3	16
South Indian	4	1	4	1	1	2	5
Other Metre Gauge Railways ...	1	...	...	...	2	...	2
Special Gauges	9	...	11	...	7	...	18
Total ...	**142**	**40**	**169**	**36**	**160**	**76**	**329**
Financial year 1913-14 ...	139	81	137	36	133	117	270

The following are particulars of the more serious train accidents:—

North Western Railway.

A passenger train running through Sambhu station on the North Western Railway, on the 20th November 1914, was pulled up by the driver in order to obtain permission to proceed to the next station. This "permit" should have been in the pouch which is picked up mechanically by the engine when a train does not stop at a station, but was missing on this occasion. After some delay caused by the Assistant Station Master misdating a second "permit", the train was backed and drawn up about the centre of the station, and while standing in this position was run into from behind by a mail train which was following. Three vehicles were wrecked and 8 persons killed and 25 injured by the collision.

The case was the subject of departmental enquiry as a result of which the accident was attributed to the action of the Assistant Station Master in lowering the signals for the mail train in contravention of the rules and so allowing that train to enter the station before the line on which it was to be received was clear. The Assistant Station Master was subsequently prosecuted, convicted and sentenced to 2 years' imprisonment and a fine of Rs. 200.

Great Indian Peninsula Railway.

A goods train while ascending the gradient passing through a tunnel near Igatpuri station on the Ghat section of the Great Indian Peninsula Railway on the 15th October 1914, parted between the 2nd and 3rd vehicles from the leading engine and the rear portion ran back towards Thal Ghat Reversing station where it collided with a down goods train standing outside the station, owing to the points leading to No. 3 catch siding, which is provided for such a contingency, being held over by the pointsman for the down main line, instead of being allowed to remain in their normal position for the catch siding. Eight railway servants were killed and twenty-two injured.

Two engines were working the train which was fitted with automatic vacuum brakes. Considerable trouble had been experienced in hauling the train up the gradient owing to the engine in rear slipping and the train had on one occasion come to a stand in a tunnel situated lower down than the one in which it subsequently parted, owing to the vacuum brake connecting hose pipe between two vehicles coming uncoupled. In restarting the train the staff had neglected to restore this connection and consequently when the train parted in the tunnel further up by the breakage of a rawbar, the rear portion ran backward down the grade and could not be controlled owing to the vacuum brake having been rendered inoperative after the first stoppage.

The staff at fault were dealt with departmentally.

The question as to the best arrangement of the catch siding points so as to obviate a recurrence of the kind is still under investigation.

East Indian Railway.

An up Baraboni Pilot collided with a down Baraboni Pilot between Ondal and Sonachora stations, on the East Indian Railway, on the 4th April 1914, resulting in the death of three railway servants including the driver who was primarily responsible for the accident, and injuries to eight other railway servants. The rolling-stock was also considerably damaged. The accident was due to the driver of the Down Baraboni Pilot having started with a wrong line clear. The Assistant Station Master of Sonachora was also responsible for the accident inasmuch as he failed to give proper instructions as to the train for which the line clear was intended, or to ensure that his instructions were fully understood and properly carried out, as required by the rules.

The accident would have been averted, had the Assistant Station Master sent immediate warning to Ondal Junction cabin when he discovered that the down Baraboni Pilot had left with a wrong line clear. The staff at fault were departmentally punished.

Madras, and Southern Mahratta Railway.

On the 21st May 1914, two third class carriages of an up mixed train caught fire between Shedbal and Miraj stations, on the Poona Branch of the Madras and Southern Mahratta Railway. The train was brought to a stand and it was found that an Indian woman and a child, who had shut themselves up in the lavatory in the front carriage, had been burnt to death, and that out of the ten passengers who had jumped from the carriages whilst the train was in motion, five had received slight and five serious injuries. The two carriages were burnt to the underframes and, as the fire was burning too fiercely to be extinguished, the train was divided and the burning vehicles isolated. It is believed that the carriages were set on fire by a lighted cigarette being dropped by one of the passengers into a window slot which was open at the bottom and to the current of air passing upwards between the inner and outer linings of the window and fanning the burning cigarette end into a flame.

To prevent similar accidents, in future, it has been suggested to Railway Administrations that some form of fire extinguishers be carried in the brake vans of mixed trains and that the bottom of window wells, which are left open in certain carriages in order that articles dropped into the window slot might ordinarily fall on to the floor of the carriage, be closed.

The Ceylon Boat Mail collided with a goods special near Samudram

station on the South Indian Railway, on the 26th May 1914. An employée of the Railway, who was travelling in the rear brake-van of the goods train was slightly injured; but the damage to rolling-stock, especially in the case of the goods train, was considerable.

South Indian Railway.

A storm the night before had blown down trees which had damaged the wires connecting the block instruments. This had necessitated the suspension of the ordinary method of working trains on the Absolute Block System and resort to the working of trains under special rules and regulations framed by the Company to meet such a contingency. Neglect by the station staff of certain precautions imposed by these regulations led to the admission into the same block section of the mail and the goods train from opposite directions simultaneously and a further neglect on the part of the driver of the goods train of precautions as to speed resulted in the collision.

In investigating the cause of the accident it was found that the rules and regulations framed by the Company for the working of trains during the failure of telegraphic communication left too much to the discretion of the staff, and it was consequently decided to revise the rules.

The staff at fault were dealt with departmentally.

Early on the morning of the 20th November 1914, a "glancing" collision occurred at Korukkuppettai, a small station on the Madras and Southern Mahratta Railway, in the outskirts of Madras.

Madras and Southern Mahratta Railway.

Two goods trains had to cross at this place. The up train arrived first and entered the loop siding. The down train was then received on the platform line; it was a long train and was brought to a stand before the rear brake-van had been drawn fully clear of the points. The fact of the points being fouled appears to have escaped notice and the up train was permitted to resume its journey towards Madras, with the result that the engine collided with the rear of the down train and derailed the last three vehicles on it

The Assistant Station master, who was, in a great measure, responsible for the accident was found dead under one of the wagons. The guard of the down train, who was equally responsible, was prosecuted and sentenced to pay a fine of Rs. 150, or, in default, to undergo three months' rigorous imprisonment.

Contracts.

During the year under review, one important contract, dated the 8th May 1914, was entered into by the Secretary of State, with the Great Indian Peninsula Railway Company to give effect to the arrangements for working

the Cawnpore-Banda Railway. The Chief points of interest in these arrangements are (*a*) that the Railway will be worked as a State Railway; (*b*) that funds for Capital expenditure will be provided by the Secretary of State; (*c*) that the line will be worked for the same percentage of Working Expenses as obtains on the Great Indian Peninsula Railway Undertaking and (*d*) that the entire net Receipts will be credited to the Secretary of State.

Purchase of the Tarkessur Railway by Government.

In connection with the construction of the Burdwan-Howrah Chord, which will cross the Tarkessur Railway at Kamarkundu midway between the junction with the East Indian Railway at Magra and the terminus at Tarkessur, several representations were received from the Managing Agents of that Railway Company pointing out the adverse effect the new chord line would necessarily have upon the prospects of the Tarkessur Railway, a line only 22·21 miles in length. The framing of terms which would safeguard the interest of the Branch Line Railway Company was a problem presenting considerable difficulty. The Government of India therefore decided, with the approval of the Secretary of State, to take advantage of the opportunity afforded by the provisions of the contract between the Secretary of State and the Tarkessur Railway Company of purchasing the line on terms favourable to the Government on the 1st January 1915. The Tarkessur Branch was accordingly purchased for a sum equal to the aggregate net profits of the Company during the twenty years last preceding the date of purchase and made over to the East Indian Railway Company to work as a part of their system as from 1st January 1915.

Maps, etc.

In the pocket inside the back cover of this volume will be found, in addition to the special map referred to on page 37 *ante* under the head "Improvement of open line equipment", a general map of India shewing railways open and under construction on the 31st March 1915; also one prepared by Mr. J. H. Trott,* and two diagrams, one shewing comprehensively the gross capital outlay, gross earnings, working expenses, mileage, etc., of the Indian railway system, and the other shewing certain statistics of accidents on Indian Railways.

* *Map of Railway Systems, by Mr. J. H. Trott*—This additional map is included only in copies of the report used for official purposes. It may be obtained by the public, on payment, from Mr. J. H. Trott, Moradabad, United Provinces, who holds the copyright.

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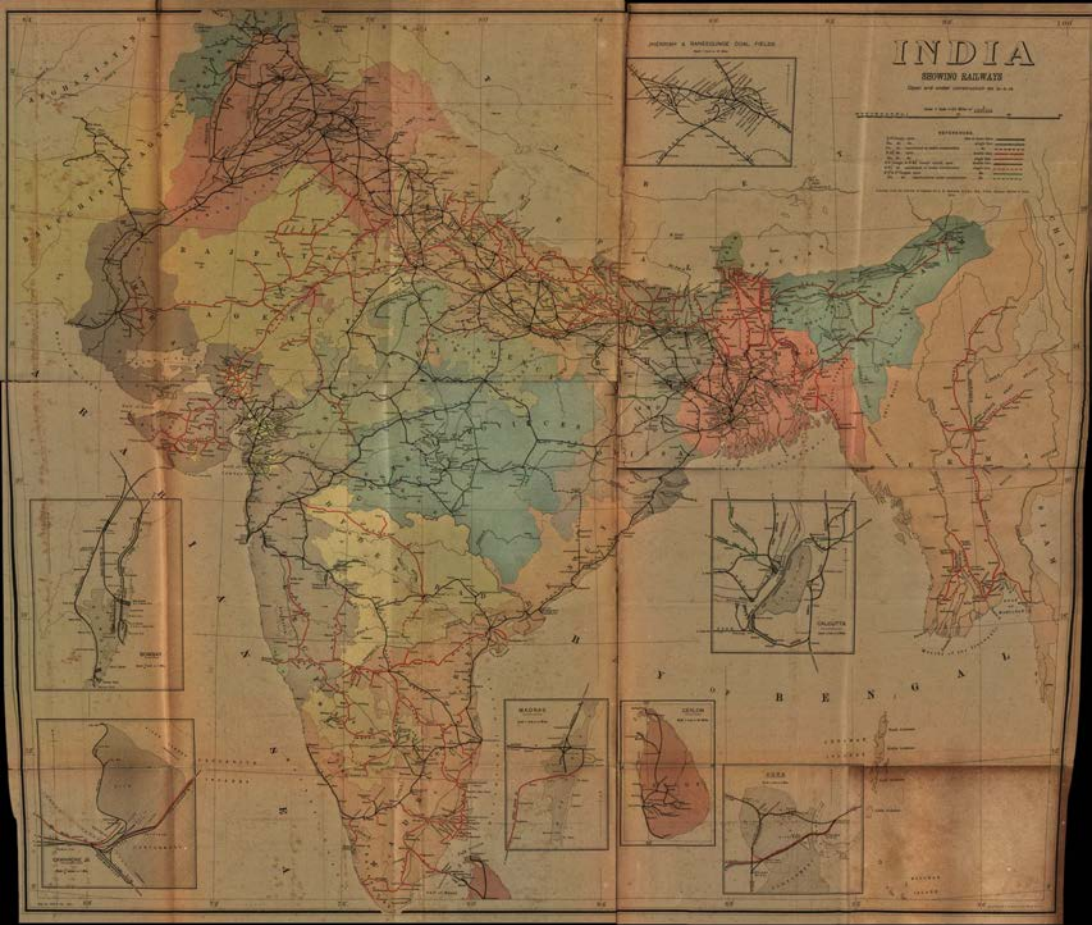
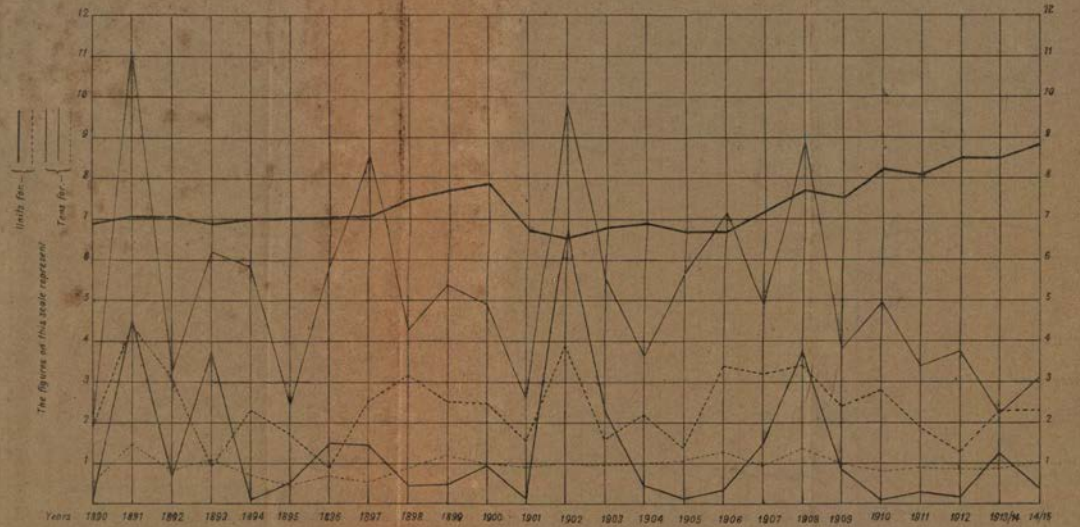

INDIA
SHOWING RAILWAYS
JHERIAH & RANEEGUNGE COAL FIELDS
BOMBAY
CALCUTTA
MADRAS
CEYLON
ASSAM
BENGAL

1914-15
IMPORTANT WORKS IN PROGRESS
OR OPEN LINE.
INDIA
SHOWING RAILWAYS
BOMBAY
CALCUTTA
MADRAS
CEYLON
ASSAM
BENGAL

INDIAN RAILWAYS.

DIAGRAM SHOWING FOR EACH YEAR FROM 1890 TO 1914-15 CERTAIN STATISTICS OF ACCIDENTS.



——— Accidents per 100,000 train miles.

——— Passengers killed by accidents to trains per 100,000,000 carried.

——— Passengers injured by accidents to trains per 100,000,000 carried.

- - - - - - Railway servants killed by accidents to trains per 10,000,000 train miles.

Railway servants injured by accidents to trains per 10,000,000 train miles.

The casualties under the head "Others" were as follows :—

Years.	Killed.	Injured.	Years.	Killed.	Injured.	Years.	Killed.	Injured.
1890	1	6	1900	1	8	1910	15	43
1891	9	11	1901	13	14	1911	16	26
1892	2	3	1902	13	13	1912	22	33
1893	3	—	1903	12	7	1913-14	23	33
1894	9	7	1904	8	15	1914-15	24	29
1895	5	14	1905	5	15	1915-16		
1896	9	12	1906	11	22	1916-17		
1897	7	12	1907	16	41	1917-18		
1898	7	12	1908	10	29	1918-19		
1899	4	9	1909	19	29	1919-20		

INDIAN RAILWAYS.

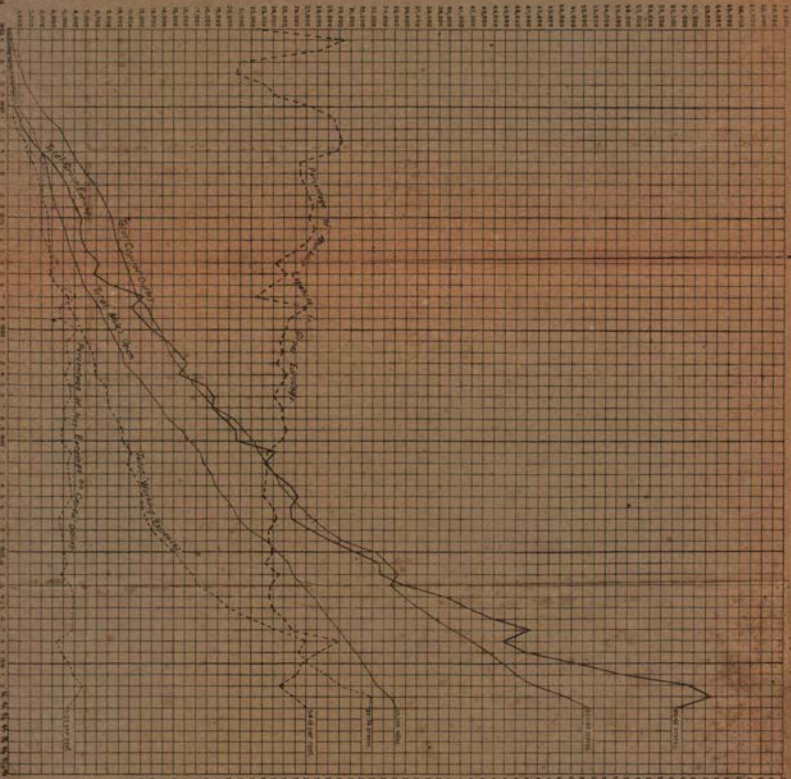
Diagram showing, for each year, the totals up to 31st March 1915 for Capital Outlay, Gross Earnings, Working Expenses, Miles Open, Percentage of Net Earnings on Capital Outlay and Percentage of Working Expenses to Gross Earnings.

NOTE.

The figures on this scale represent lakhs for the Capital Outlay, tens of thousands for Gross Earnings and Working Expenses, and Miles for Open mileage. In the case of Percentage of Net Earnings on Capital Outlay and Percentage of Working Expenses to Gross Earnings, each square represents one and two per cent, respectively.

The "Total Capital Outlay" is that on all Indian railways — (i) open, (ii) partly or wholly under construction, and (iii) on "miscellaneous" items; while for the purposes of the "Percentage of Net Earnings on Capital Outlay" (i) alone is reckoned.

[The decrease in the Total Capital Outlay in 1903 is due to revision of the Outlay hitherto adopted for lines purchased by the State from Guaranteed Railway Companies.]


Gross Earnings
Working Expenses
Miles Open
Percentage of Net Earnings on Capital Outlay
Percentage of Working Expenses to Gross Earnings

RAILWAY DEPARTMENT

GOVERNMENT OF INDIA

RAILWAY BOARD

Railways in India

Administration Report for the year

1914-15

VOLUME II

(APPENDICES)

SIMLA
GOVERNMENT CENTRAL PRESS
1915

39RAR

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APPENDIX 1.

History of railways constructed and in progress.

Index.

Railway.	Number. Main head.	Number. Sub-head.	Gauge.	Working or constructing agency.	Page.
1	2	3	4	5	6
A					
Agra-Delhi Chord	5	(*b*)	5′ 6″	G. I. P. Ry. Co.	71
Ahmadpur-Katwa...	27	(*a*)	2′ 6″	Ahmadpur-Katwa Ry. Co. ...	201
Ahmedabad-Dholka	2	(*g*)	3′ 3⅜″	B. B. & C. I, Ry. Co. ...	27
Ahmedabad-Parantij	2	(*h*)	3′ 3⅜″		29
Ambaji-Taranga Light	28	(*a*)	2′ 6″	Ambaji-Taranga Light Ry. Co....	201
Amritsar-Patti	8	(*b*)	5′ 6″	N. W. Ry.	112
Arrah-Sasaram Light	29	(*a*)	2′ 6″	Arrah-Sasaram Light Ry. Co. ...	202
Assam-Bengal	11	(*a*)	3′ 3⅜″	Assam-Bengal Ry. Co. ...	151
B					
Bangalore-Chik Ballapur Light ...	30	(*a*)	2′ 6″	Mysore Durbar	204
Bankura-Damoodar River	31	(*a*)	2′ 6″	Bankura-Damoodar River Ry. Co.	204
Baran-Kotah	5	(*c*)	5′ 6″	G. I. P. Ry. Co.	72
Baraset-Basirhat Light	32	(*a*)	2′ 6″	Baraset-Basirhat Light Ry. Co....	205
Barsi Light	33	(*a*)	2′ 6″	Barsi Light Ry. Co. ...	207
Bengal and North-Western	12	(*a*)	3′ 3⅜″	B. & N. W. Ry. Co.... ...	154
Bengal Dooars	13	(*a*)	3′ 3⅜″	Bengal Dooars Ry Co. ...	162
Bengal Dooars Extensions	13	(*b*)	3′ 3⅜″		164
Bengal-Nagpur	1	(*a*)	5′ 6″	B. N. Ry. Co.	5
Bengal Provincial	34	(*a*)	2′ 6″	Bengal Provincial Ry. Co. ...	209
Bezwada Extension	7	(*b*)	5′ 6″	N. G. S. Ry. Co.	103
Bezwada-Masulipatam	6	(*d*)	3′ 3⅜″	M. & S. M. Ry. Co.... ...	88
Bhavnagar State	14	(*a*)	3′ 3⅜″	Bhavnagar Durbar	165
Bhopal-Itarsi	5	(*d*)	5′ 6″	G. I. P. Ry. Co.	73
Bhopal-Ujjain	5	(*e*)	5′ 6″		75
Bilimora-Kalamba	2	(*m*)	2′ 6″	B. B. & C. I. Ry. Co. ...	38
Bina-Goona-Baran	5	(*f*)	5′ 6″	G. I. P. Ry. Co.	76
Birur-Shimoga	6	(*e*)	3′ 3⅜″	M. & S. M. Ry. Co.... ...	89
Bodeli-Chhota Udaipur	2	(*s*)	2′ 6″		43
Bombay, Baroda and Central India, 5′ 6″ gauge section	2	(*a*)	5′ 6″	B. B. & C. I. Ry. Co. ...	15
3′ 3⅜″ gauge section	2	(*f*)	3′ 3⅜″		25
Bombay Port Trust	...	...	5′ 6″	Bombay Port Trust... ...	44
Broach-Jambusar	2	(*n*)	2′ 6″	B. B. & C. I. Ry. Co. ...	39
Bukhtiarpur-Bihar Light	35	(*a*)	2′ 6″	Bukhtiarpur-Bihar Light Ry. Co.	211
Burdwan-Katwa	36	(*a*)	2′ 6″	Burdwan-Katwa Ry. Co. ...	213
Burma	15	(*a*)	3′ 3⅜″	Burma Rys. Co.	167
Burma Extensions	15	(*b*)	3′ 3⅜″		170
Buthidaung-Maungdaw	37	(*a*)	2′ 6″	Buthidaung-Maungdaw Ry. Co.	213
C					
Calcutta Port Commissioners'... ...	...	...	5′ 6″	Calcutta Port Commissioners ...	45
Cawnpore-Banda	9	(*b*)	5′ 6″	O. & R. Ry.	133
Cawnpore-Burhwal link	9	(*d*)	3′ 3⅜″	B. & N. W. Ry. Co. ...	135
Champaner-Shivrajpur Light	38	(*a*)	2′ 6″	Shivrajpur Syndicate of Bombay	214
Chickjajur-Chitaldrug	16	(*a*)	3′ 3⅜″	Mysore Durbar	173
Cooch Behar State	3	(*c*)	3′ 3⅜″	E. B. Ry.	51
Cutch State	39	(*a*)	2′ 6″	Cutch Durbar	215
D					
Darjeeling-Himalayan	50	(*a*)	2′ 0″	Darjeeling-Himalayan Ry. Co. ...	228
Darjeeling-Himalayan Extensions ...	51	(*a*)	2′ 0″	Darjeeling-Himalayan Ry. Extensions Co.	230
Dasghara-Jamalpurgunj	34	(*b*)	2′ 6″	Bengal Provincial Ry. Co. ...	210
Dehri-Rohtas Light	40	(*a*)	2′ 6″	Dehri-Rohtas Light Ry. Co. ...	216
Delhi-Umballa-Kalka	4	(*b*)	5′ 6″	E. I. Ry. Co.	62
Dholpur-Bari	41	(*a*)	2′ 6″	Dholpur Durbar	217
Dhond-Baramati	5	(*g*)	2′ 6″	G. I. P. Ry. Co.	79
Dhone-Kurnool	6	(*f*)	3′ 3⅜″	M. & S. M. Ry. Co.... ...	91
Dhrangadra	14	(*b*)	3′ 3⅜″	Bhavnagar Durbar	166
Dibru-Sadiya	17	(*a*)	3′ 3⅜″	Assam Rys. & Tradg. Co. ...	174
Dwara-Therria Light	42	(*a*)	2′ 6″	Khassia Hills (Assam) Co. Ltd.	217

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History of railways constructed and in progress.

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Railway.	Number. Main head.	Number. Sub-head.	Gauge.	Working or constructing agency.	Page.
1	2	3	4	5	6
E					
Eastern Bengal, 5′ 6″ gauge section ...	3	(*a*)	5′ 6″	E. B. Ry.	46
3′ 3⅜″ gauge section ...	3	(*b*)	3′ 3⅜″		49
2′ 6″ gauge section ...			2′ 6″		51
East Indian	4	(*a*)	5′ 6″	E. I. Ry. Co.	55
Ellichpur-Yeotmal	5	(*h*)	2′ 6	G. I. P. Ry. Co.	79
G					
Gaekwar's Dabhoi	2	(*o*)	2′ 6″	B. B. & C. I. Ry. Co. ...	39
Gaekwar's Mehsana	2	(*i*)	3′ 3⅜″		31
Godhra-Lunavada	43	(*a*)	2′ 6″	Guzerat Rys. Co.	218
Gondal-Porbandar State	18	(*a*)	3′ 3⅜″	Gondal and Porbandar Durbars	177
Gondia-Chanda Extension	1	(*b*)	2′ 6″	B. N. Ry. Co.	9
Great Indian Peninsula	5	(*a*)	5′ 6″	G. I. P. Ry. Co.	66
Gwalior Light	52	(*a*)	2′ 0″	Gwalior Durbar	232
H					
Hardwar-Dehra	9	(*c*)	5′ 6″	O. & R. Ry.	133
Hindupur (Yesvantpur-Mysore Frontier) ...	6	(*g*)	3′ 3⅜″	M. & S. M. Ry. Co.... ...	92
Hingoli Branch	7	(*c*)	3′ 3⅜″	N. G. S. Ry. Co.	105
Howrah-Amta Light	53	(*a*)	2′ 0″	Howrah-Amta Light Ry. Co. ...	233
Howrah-Sheakhala Light	54	(*a*)	2′ 0″	Howrah-Sheakhala Light Ry. Co.	235
Hyderabad-Godavari Valley	7	(*d*)	3′ 3⅜″	N. G. S. Ry. Co.	106
J					
Jacobabad-Kashmor	8	(*m*)	2′ 6″	N. W. Ry.	125
Jagadhri Light	55	(*a*)	2′ 0″	Jagadhri Light Ry. Co. ...	237
Jaipur State	2	(*j*)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	33
Jakhal-Hissar	8	(*c*)	5′ 6″	N. W. Ry.	113
Jammu and Kashmir (Native State section)	8	(*d*)	5′ 6″		114
Jamnagar	19	(*a*)	3′ 3⅜″	Navanagar Durbar	180
Jessore-Jhenidah	44	(*a*)	2′ 6″	Jessore-Jhenidah Ry. Co. ...	220
Jetalsar-Rajkot	18	(*b*)	3′ 3⅜″	Gondal and Porbandar Durbars...	177
Jind-Panipat (Native State section) ...	4	(*d*)	5′ 6″	D. U. K. Ry. Co.	65
Jodhpur-Bikaner, Jodhpur section ...	20	(*a*)	3′ 3⅜″	Jodhpur-Bikaner Ry. ...	181
Bikaner section	20	(*b*)	3′ 3⅜″		183
Jodhpur-Hyderabad (British section) ...	20	(*c*)	3′ 3⅜″		184
Jorhat (Provincial)	56	(*a*)	2′ 0″	Assam Administration ...	238
Jubbulpore-Gondia Extension ...	1	(*c*)	2′ 6″	B. N. Ry. Co.	10
Jullundur-Mukerian	8	(*e*)	5′ 6″	N. W. Ry.	115
Junagad State	21	(*a*)	3′ 3⅜″	Junagad Durbar	189
K					
Kalka-Simla	8	(*n*)	2′ 6″	N. W. Ry.	126
Khanpur-Chachran	8	(*f*)	5′ 6″		115
Khijadia-Dhari	18	(*c*)	3′ 3⅜″	Gondal and Porbandar Durbars	179
Kohat-Thal	8	(*o*)	2′ 6″	N. W. Ry.	127
Kolar District	45	(*a*)	2′ 6	Mysore Durbar	222
Kolar Gold-fields	6	(*b*)	5′ 6″	M. & S. M. Ry. Co. ...	85
Kolhapur State	6	(*h*)	3′ 3⅜″		93
Kosamba-Zankhvav	2	(*p*)	2′ 6″	B. B. & C. I. Ry. Co. ...	41
Kulasekharapatnam-Tisaiyanvilai Light ...	57	(*a*)	2′ 0″	East India Distilleries and Sugar Factory.	239

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History of railways constructed and in progress.

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Railway.	Numbers. Main head.	Numbers. Sub-head.	Gauge.	Working or constructing agency.	Page.
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L					
Ledo and Tikak-Margherita Colliery ...	17	(*b*)	3′ 3⅜″	Assam Rys. & Tradg. Co. ...	175
Lucknow-Bareilly	25	(*b*)	3′ 3⅜″	R. & K. Ry. Co.	197
Ludhiana-Dhuri-Jakhal	8	(*g*)	5′ 6″	N. W. Ry.	117
M					
Madaya Light	46	(*a*)	2′ 6″	Madaya Tramway Co. ...	223
Madras and Southern Mahratta, 5′ 6″ gauge section	6	(*a*)	5′ 6″	M. & S. M. Ry. Co. ...	82
3′ 3⅜″ gauge section	6	(*c*)	3′ 3⅜″		87
Mandra-Bhon	8	(*r*)	5′ 6″	N. W. Ry.	129
Matheran Light	5	(*i*)	2′ 0″	G. I. P. Ry. Co.	80
Mirpur Khas-Jhudo ...	20	(*d*)	3′ 3⅜″	Jodhpur-Bikaner Ry.	185
Mirpur Khas-Khadro ...	20	(*e*)	3′ 3⅜″		187
Morappur-Hosur	10	(*j*)	2′ 6″	S. I. Ry. Co.	148
Mourbhanj State	1	(*d*)	2′ 6″	B. N. Ry. Co.	11
Morvi	22	(*a*)	3′ 3⅜″	Morvi Durbar	190
			2′ 6″		
Mymensingh-Jamalpur-Jagannathganj ...	3	(*d*)	3′ 3⅜″	E. B. Ry.	53
Mysore-Arsikere	23	(*a*)	3′ 3⅜″	Mysore Durbar	191
Mysore-Nanjangud	6	(*i*)	3′ 3⅜″	M. & S. M. Ry. Co. ...	94
Mysore section (Madras and Southern Mahratta).	6	(*j*)	3′ 3⅜″		94
N					
Nadiad-Kapadvanj	47	(*a*)	2′ 6″	Guzerat Rys. Co.	224
Nagda-Ujjain	2	(*b*)	5′ 6″	B. B. & C. I. Ry. Co. ...	19
Nagpur-Chhindwara Extension ...	1	(*e*)	2′ 6″	B. N. Ry. Co.	12
Navsari-Kamrej Light	2	(*t*)	2′ 6″	Baroda Durbar	43
Nilgiri	10	(*e*)	3′ 3⅜″	S. I. Ry. Co.	140
Nizam's Guaranteed State	7	(*a*)	5′ 6″	N. G. S. Ry. Co.	101
North Western	8	(*a*)	5′ 6″	N. W. Ry.	108
Nowshera-Durgai	8	(*p*)	2′ 6″		128
O					
Okhamandal	24	(*a*)	3′ 3⅜″	Baroda Durbar	191
Oudh and Rohilkhand	9	(*a*)	5′ 6″	O. & R. Ry.	130
P					
Pachora-Jamner	5	(*j*)	2′ 6″	G. I. P. Ry. Co.	81
Palanpur-Deesa	2	(*k*)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	35
Parlakimedi Light...	1	(*f*)	2′ 6″	B. N. Ry. Co.	12
Peralam-Karaikkal	10	(*d*)	3′ 3⅜″	S. I. Ry. Co.	141
Petlad-Cambay, Anand-Tarapur section ...	2	(*c*)	5′ 6″	B. B. & C. I. Ry. Co. ...	20
Tarapur-Cambay section ...	2	(*d*)	5′ 6″		21
Petlad-Vaso	2	(*q*)	2′ 6″		41
Phagwara-Rahon	8	(*s*)	5′ 6″	Hoshiarpur Doab Bch. Rys. Co.	129
Pipar-Bilara Light	20	(*f*)	2′ 0″	Jodhpur-Bikaner Ry. ...	188
Podanur-Pollachi	10	(*l*)	3′ 3⅜″	S. I. Ry. Co.	150
Pondicherry	10	(*e*)	3′ 3⅜″		142
Powayan Light	25	(*o*)	2′ 6″	R. & K. Ry. Co.	198
Pulgaon-Arvi	5	(*k*)	2′ 6″	G. I. P. Ry. Co.	81
Purulia-Ranchi Branch	1	(*g*)	2′ 6″	B. N. Ry. Co.	13

APPENDIX 1—*contd.*

History of railways constructed and in progress.

Index—*concld.*

Railway.	Number. Main head.	Number. Sub-head.	Gauge.	Working or constructing agency.	Page.
1	2	3	4	5	6
R					
Raipur-Dhamtari Branch	1	(*h*)	2′ 6″	B. N. Ry. Co.	14
Rajpipla State	2	(*r*)	2′ 6″	B. B. & C. I. Ry. Co. ...	42
Rajpura-Bhatinda	8	(*h*)	5′ 6″	N. W. Ry.	118
Rohilkund and Kumaon	25	(*a*)	3′ 3 3/8″	R. & K. Ry. Co.	192
S					
Sangli State	6	(*k*)	3′ 3 3/8″	M. & S. M. Ry. Co. ...	96
Sara-Serajganj	3	(*e*)	5′ 6″	E. B. Ry.	54
Secunderabad-Gadwal	7	(*e*)	3′ 3 3/8″	N. G. S. Ry. Co.	107
Shahdara (Delhi)-Saharanpur Light ...	48	(*a*)	2′ 6″	Shahdara (Delhi)-Saharanpur Light Ry. Co.	225
Shoranur-Cochin	10	(*f*)	3′ 3 3/8″	S. I. Ry. Co.	144
Sialkot-Narowal	8	(*t*)	5′ 6″	N. W. Ry.	129
South Bihar	4	(*c*)	5′ 6″	E. I. Ry. Co.	63
South Indian, 5′ 6″ gauge section ...	10	(*a*)	5′ 6″	S. I. Ry. Co.	136
3′ 3 3/8″ gauge section ...	10	(*b*)	3′ 3 3/8″	S. I. Ry. Co.	137
Southern Punjab, Main line	8	(*i*)	5′ 6″	N. W. Ry.	119
Jullundur Doab ...	8	(*j*)	5′ 6″	N. W. Ry.	122
Ludhiana Extension ...	8	(*k*)	5′ 6″	N. W. Ry.	123
Sutlej Valley ...	8	(*l*)	5′ 6″	N. W. Ry.	125
Southern Shan States	15	(*c*)	3′ 3 3/8″	Burma Rys. Co.	172
T					
Tanjore District Board	10	(*g*)	3′ 3 3/8″	S. I. Ry. Co.	145
Tapti Valley	2	(*e*)	5′ 6″	B. B. & C. I. Ry. Co. ...	23
Tarikere-Narasimharajapura	58	(*a*)	2′ 0″	Mysore Durbar	239
Tenali-Repalli	6	(*m*)	5′ 6″	M. & S. M. Ry. Co. ...	100
Tezpore-Balipara Light	49	(*a*)	2′ 6″	Tezpore-Balipara Light Ry. Co.	227
Tinnevelly-Quilon (Travancore), British section	10	(*h*)	3′ 3 3/8″	S. I. Ry. Co.	146
Native State section	10	(*i*)	3′ 3 3/8″	S. I. Ry. Co.	148
Tirhoot	12	(*b*)	3′ 3 3/8″	B. & N. W. Ry. Co. ...	159
Tirupattur-Krishnagiri	10	(*k*)	2′ 6″	S. I. Ry. Co.	149
Trans Indus (Kalabagh-Bannu) ...	8	(*g*)	2′ 6″	N. W. Ry.	128
U					
Udaipur-Chitorgarh	26	(*a*)	3′ 3 3/8″	Mewar Durbar	200
V					
Vijapur-Kalol-Kadi	2	(*l*)	3′ 3 3/8″	B. B. & C. I. Ry. Co. ...	36
W					
West of India Portuguese	6	(*l*)	3′ 3 3/8″	M. & S. M. Ry. Co.... ...	97

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

GENERAL.

From the year 1906-07 Interest on Debt in India has been calculated at the actual average rate for the year of interest on the mean non-specific debt of India, instead of at the fixed rates of 4 and 3½ per cent previously employed. The actual rates from 1906-07 to 1914-15 were 3·437, 3·412, 3·358, 3·384, 3·377, 3·401, 3·500, 3·388 and 3·499 per cent, respectively.

One effect of the change is that, in some cases, while the capital outlay on a railway at the end of 1907 was ahead of that at the end of 1906, the interest charge in connection therewith was less.

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (h)}$. **BENGAL-NAGPUR RAILWAY SYSTEM—**

Chairman—ROBERT MILLER, ESQ.
Managing Director—SIR T. R. WYNNE, K.C.S.I., K.C.I.E.
Offices—132, Gresham House, Old Broad Street, London, E.C.
Date of registration of the Company—23rd February 1887.

Lines comprised in the system.—The Bengal-Nagpur railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal-Nagpur railway proper (5′ 6″ gauge) . . 1,555·17	1,876·72	272·54	2,149·26
(*a*) East Coast railway, Northern section (5′ 6″ gauge)* . . 321·55			
(*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)	216·06	2·26	218·32
(*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)	311·67	8·43	320·30
(*d*) Mourbhanj State railway (2′ 6″ gauge)	32·41	...	32·41
(*e*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge) .	93·23	...	93·23
(*f*) Parlakimedi Light railway (2′ 6″ gauge)	24·62	...	24·62
(*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge) . .	115·30	...	115·30
(*h*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge) . .	56·94	...	56·94
Total . .	2,727·85	283·23	3,011·08

Running powers—

Home line over Foreign lines :—	
At Katni, East Indian railway } for passenger and goods trains	0·30
At Asansol and Katrasgarh, East Indian railway } for passenger and goods trains	1·16
At Howrah, East Indian railway, for passenger trains only	1·00
At Nagpur, Great Indian Peninsula railway . . . . . } for passenger and	0·65
Waltair to Vizagapatam, including wharf and swamp lines, Madras and Southern } goods trains.	4·97
Mahratta railway (5′ 6″ gauge)	
Total . .	8·08
Foreign line over Home line :—	
Great Indian Peninsula railway at Katni, for passenger trains only	1·60

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—

The Bengal-Nagpur Railway Company was formed in 1887 and took over the Nagpur-Chhattisgarh State railway and constructed other lines, embracing in all a system of railways known as the Bengal-Nagpur railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
BENGAL-NAGPUR PROPER—					
Main line—					
Asansol to Damoodur	12-6-89	4·62			
Damoodur to Purulia	14-12-89	44·56			
Purulia to Chakardharpore	22-1-90	72·23			
Chakardharpore to Goilkera	15-5-90	20·90			
Goilkera to Jharsuguda	1-2-91	104·92			
Jharsuguda to Raigarh	20-4-90	44·42			
Raigarh to Bilaspur	10-2-90	32·40			
Bilaspur to Raipur	10-1-89	68·52			
Raipur to Raj-Nandgaon	4-12-88	42·04			
Raj-Nandgaon to Nagpur	1880, '81 & '82†	145·26			
			629·87		† These are the dates of opening in sections of the original 3′ 3½″ gauge line, which was converted to the 5′ 6″ gauge and reopened on the 27th November 1888.
Branches—					
Sanctoria coal branch—					
Damoodur to the Sanctoria collieries . .	12-6-89	8·11			
			8·11		
Chaurashi branch—					
Ramkanali to Nodiha Colliery siding (siding No. 7)	1-2-03	8·52			
			8·52		
Sambalpur branch—					
Jharsuguda to Sambalpur . . .	1-2-93	29·90			
			29·90		
Carried over . . .	...	...	...	676·40	

* Transferred for working as an integral part of the Bengal-Nagpur railway from the 1st January 1901.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	676·40	
Katni branch—					
Bilaspur to Birsinghpur	1-2-91	142·32			
Birsinghpur to Umaria	11-5-90	18·46			
Umaria to Katni	2-11-86	35·88			
Katni to Marwara Junction	1-1-01	0·65			
			197·31		
Kanhan to Dattapahar	26-9-07	17·39			
			17·39		
Calcutta extension—					
Sini to Kharagpur	1-6-98	100·02			
Kharagpur to Khal Bridge	17-12-98	36·57			
Khal Bridge to Rajapur Khal	24-5-00	18·80			
Rajapur Khal to Howrah	14-12-00	15·31			
Fort Gloster branch 1·56, Lawrence Mill 0·83 and East Roop Narain Bank 0·81 and Kidderpore Port line 0·60	14-12-00	3·80			
			174·50		
Shalimar branch—					
Santragachi to Shalimar	15-3-01	3·15			
			3·15		
Cuttack extension—					
Kharagpur to Balasore	17-12-98	71·86			
Balasore to Cuttack	10-1-99	110·40			
			182·26		
Jharia extension—					
Kharagpur to Cossye river	20-12-99	6·40			
Right bank of the Cossye river to Midnapore	8-6-01	1·55			
Midnapore to Bhojudih	1-2-03	114·95			
Bhojudih to Gomoh	1-1-07	26·15			
Sudamdih block hut to Bhowrah block hut	17-2-14	1·72			
			150·77		
Branches and extensions on the Jharia Coal-fields—					
Bhojudih-Bhaga-Mohuda loop—					
Bhojudih to Bhaga	20-4-03	6·96			
Bhaga to Malkera	1-9-03	8·78			
Malkera to Mohuda	15-6-04	3·37			
			19·11		
Bhowra branch—	14-5-03	3·08			
			3·08		
Bhojudih-Pathardihi link	1-2-06 10-1-15	0·86 0·62			
			1·48		
Connection of B. N. Ry. and E. I. Ry. at Nonoodih—					
Bengal-Nagpur Railway's own line	5-3-15	0·93			
Bengal-Nagpur Railway and East Indian Railway joint line	5-3-15	0·21			
			1·14		
Katras connections—					
Malkera to Katras	24-8-03	0·58			
Khanoodih to Katras	1-1-07	1·86			
			2·44		
Murulidih branch—					
Mohuda to Murulidih collieries	1-1-07	2·65			
			2·65		
Jamadoba loop—	16-9-03	5·42			
			5·42		
Kendua branch—	10-10-99	2·60			
			2·60		
Aldih branch—	1-2-06	2·54			
			2·54		
Vizianagram-Parvatipuram extension—					
Vizianagram to Bobbili	24-12-08	33·18			
Bobbili to Parvatipuram	8-3-09	15·20			
			48·38		
Bobbili-Salur branch—					
Bobbili to Salur	1-5-13	10·37			
			10·37		
Kalimati-Gorumahisani extension—					
Kalimati to Onlajori	1-2-11	34·12			
Onlajori to Gorumahisani	6-4-11	5·98			
			40·10		
Bokharo-Ramgarh extension—					
Mohuda to Chandrapura	27-11-13	10·20			
			10·20		
Kalamna-Itwari-Nagpur section—					
Kalamna *vid* Itwari to Nagpur	15-3-11	3·88	3·88		
				878·77	
TOTAL OPEN MILEAGE, BENGAL-NAGPUR PROPER	...	...	...	1,555·17	
EAST COAST RAILWAY, NORTHERN SECTION—					
Main line—					
Cuttack to Bhubaneswar	1-2-97	17·12			
Bhubaneswar to Khurda Road	20-7-96	11·75			
Khurda Road to Rambha	1-3-96	61·60			
Rambha to Berhampore-Ganjam	1-9-95	29·54			
Berhampore-Ganjam to Palasa	1-4-95	45·99			
Palasa to Parlakimedi Road (Naupada)	17-12-94	15·97			
Parlakimedi Road (Naupada) to Vizianagram	20-7-94	72·96			
Vizianagram to Waltair	15-7-93	37·78			
Naupada salt branch	...	2·37			
			294·49		
Carried over	...	...	294·49	1,555·17	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	294·49	1,555·17	
Puri branch—					
Khurda Road to Puri	1-2-97	27·06	27·06		
TOTAL EAST COAST RAILWAY, NORTHERN SECTION . .	...	...	...	321·55	
TOTAL OPEN MILEAGE, BENGAL-NAGPUR RAILWAY, 5′ 6″ GAUGE.	...	...	...	1,876·72	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Raipur to Parvatipuram (sanctioned on 26th January 1906)	...	260·67	260·67		
Bokharo-Ramgarh extension—					
Chandrapura to Jurungdoeh (sanctioned on 17th May 1912)	...	11·62	11·62		
Connection of B. N. Ry. and E. I. Ry. at Nonoodih—					
Bengal-Nagpur Railway and East Indian Railway joint line (sanctioned on 31st March 1914).	...	0·25	0·25		
				272·54	
GRAND TOTAL, BENGAL-NAGPUR, 5′ 6″ GAUGE.	...	...	...	2,149·26	
DOUBLE LINE—					
BENGAL-NAGPUR PROPER—					
Howrah to Santragachi	12-12-00	3·42			
Santragachi to Bauria	17-6-02	10·90			
Bauria to Kharagpur	15-3-07	55·86			
Shalimar branch	...	3·15			
TOTAL DOUBLE LINE .	...	...	73·23		

Details of construction—

Permanent-way.—The line is laid with 75-lb., 85-lb. and 90-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Adra district (between Khargpur and Garbetta) where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri, 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction; and between Vizianagram and Parvatipuram, 1 in 125.

Contracts—

Dated the 9th March 1887 (called the original contract), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to taking over certain State railways and the construction of other lines, and their management, maintenance and working.

Dated the 31st December 1891 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction and working of the Sambalpur Branch railway.

Dated the 27th June 1901 (called the Debenture contract, supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the issue of debentures.

Dated the 23rd January 1902 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction of certain new lines and the working of the Northern section of the East Coast railway.

Dated the 28th April 1903 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 22nd February 1910 (supplemental to the contracts of 1887, 1891, 1901, 1902 and 1903), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction of certain further extensions and branch lines in connection with the Company's undertaking and to certain questions under the contract of 1902.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Contracts—*concld.*

Dated the 5th November 1912 (supplemental to the contracts of 1887, 1891, 1901, 1902, 1903 and 1910) *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to certain modifications of the original contract of 1887 as varied by the several supplemental contracts.

Dated the 4th March 1914 (supplemental to the contracts of 1887, 1891, 1901, 1902, 1903, 1910 and 1912) *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 4 per cent per annum in sterling on the Company's ordinary capital of £3,000,000 up to the 31st December 1913. Thereafter on this ordinary capital and on any further ordinary capital that may be required, the guarantee to be 3½ per cent.

(iii) *Distribution of profits :—*

(*A*) *Up to 31st December 1913.*—The net earnings for any complete calendar year up to December 1912, and thereafter for any complete financial year, after providing for:—

(*a*) payment to Government of interest on advances made by Government for capital expenditure on the Company's extensions and on over-drafts of capital in connection with open line capital expenditure, at 3½ per cent per annum up to and including 30th June 1909, and thereafter at 3¾ per cent per annum (except for advances of capital expenditure on the Company's old extensions, interest on which continued to be paid at 3½ per cent per annum),

(*b*) repayment of interest paid by Government to the Company for that year, and

(*c*) payment of interest on capitalized interest under clause 21 of the supplemental contract, dated 23rd January 1902,

are divided in the ratio of ¾ths to the Government and ¼th to the Company if the ordinary capital of £3,000,000 is not increased before that date. If the said capital is increased, the Company's share of surplus profits shall be increased by the fraction which shall bear to one-fourth the same proportion as the additional capital bears to the existing capital of £3,000,000.

As from 1st January 1901, interest at 3½ per cent per annum on the capital expended by the Government on the Northern section of the East Coast railway, is a charge against the net earnings of the Company's undertaking, and the ¼th share of surplus profits formerly payable to the Company is further divisible between the Government and the Company in the proportion which the gross earnings of the Northern section of the East Coast railway bear to the gross earnings of the remainder of the Company's undertaking.

(*B*) *From 1st January 1914.*—With effect from the 1st January 1914, the net earnings attributable to the two half-years of a financial year, less—

(*a*) interest (not charged to capital under the provisions of the contract of 22nd February 1910) on debentures or debenture stock of the Company,

(*b*) guaranteed interest on Company's open line capital, and

(*c*) interest at 3½ per cent on the Secretary of State's open line capital,

shall be divided between the Secretary of State and the Company in the ratio of the average amounts during the year of the Secretary of State's open line capital and the Company's open line capital, in accordance with the contract of the 5th November 1912.

(iv) *Rates and fares.*—The Government to authorise maximum and minimum rates, and prescribe the various classes of passengers and goods as well as the extent to which, within the maxima and minima, the Company may vary the rates in respect of distance, weight or special conditions.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as those in force on State railways of the same gauge and at rates to be approved by Government.

(*b*) Government bullion and coin and the persons in charge thereof.—To be carried at special rates approved by Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are declared to be absolutely the property of the Government, which may determine the contract by giving twelve months' previous notice on the 31st December 1950 or on the 31st December of any succeeding fifth year.

On the termination of the contract the Company is to hand over to the Government the railway and all its belongings of every description, and the Government are to repay the amount at par of the share capital which has been paid in by the Company.

The contract for the Sambalpur branch brings this branch within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895, on giving twelve months' notice.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$ **. BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The contracts of 23rd January 1902 and 22nd February 1910 provide for the construction, maintenance and working of the new lines as part of the Company's undertaking, and are to remain in force until the original contract of 1887 shall be determined.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

Statistics of working (Those for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907.)—

Includes the Northern section of the late East Coast railway, the Gondia-Chanda, Nagpur-Chhindwara and Jubbulpore-Gondia extensions and Purulia-Ranchi and Raipur-Dhamtari branches.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Percentage of Company's share of net earnings (surplus profits *plus* guaranteed interest on share capital) on Company's capital.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs	Rs.	Rs.		Rs.	Rs.		Rs	Rs.	
1888 .	224·50	5,23,92,291	15,83,293	5,17,461	0·99	23,61 947	..	...	−18,45,486	136	67·32
1889 .	348·18	7,08,75,456	20,40,944	4,03,100	0·57	29,96,304	...	...	−25,93,204	113	80·25
1890 .	586 01	9,14,66,762	28,64,576	5,47,463	0·67	33,88,852	...	...	−28,41,389	94	80·89
1891 .	831·38	9,06,04,164	24,57,356	26,84,483	2·96	35,08,676	...	...	−8,21,223	136	80·21
1892 .	831·38	9,06,14,736	60,85,562	30,06,106	3 15	39,05,345	...	...	−8,97,179	141	50·25
1893 .	862·33	9,80 09,424	64,17,761	32,03,220	3·33	43,97 594	...	...	−11,35,374	144	49·17
1894 .	860·88	9,81,75,789	66 20,948	32,89,414	3·32	45,88,993	...	...	−13,25,579	149	51·20
1895 .	860 38	9,88,28,777	68,74,740	35,41,444	3·58	49,56,800	...	...	−13,15,356	153	48 49
1896 .	860·88	11,05,30,319	63,66,525	29,27,869	2·65	46,27,504	..	...	−18,99,635	142	54·03
1897 .	860·88	13,04,58,784	62,00,309	29,79,859	2·24	51,35,240	...	...	−21,55,681	138	51·94
1898 .	1,067·21	14,67,03,520	68,79,193	33,67,854	2·29	54,23,186	...	...	−20,59,332	124	51·10
1899 .	1,190·16	16,65,90,365	90,73,460	47,21,314	2·83	59,75,853	...	...	−12,54,059	147	47·96
1900 .	1,284·35	17,41,74,004	1,29,75,223	77,13,050	4·43	64,90,637	2,61,276	...	+ 9,61,137	194	40·56
1901 .	1,609·22	21,28,65,061	1,30,77,709	61,48,048	2·89	79,88,163	...	...	−18,30,515	156	52·98
1902 .	1,602·24	23,05,09,658	1,42,18,227	69,37,742	3·01	85,48,311	...	...	−16,06,569	170	51·21
1903 .	1,815·65	24,97,5*,940	1,55,47,702	70,46,255	2·82	89,66,131	...	...	−19,20,876	165	54·69
1904 .	1,965·68	26,14,35,453	1,80,12,137	95,87,336	3 67	90,41,624	...	...	+45,702	185	49·31
1905 .	1,980·47	27,33,72,570	2,44,70,900	1,34,04,052	4·90	1,00,32,318	6,94,126	...	+26,77,608	238	45·23
1906 .	1,996·50	28,49,48,552	2,69,47,181	1,41,51,252	4·97	1,03,41,779	7,94,920	...	+30,14,553	259	47·49
1907 .	2,113·35	30,91,90,534	2,99,80,537	1,48,40.149	4·80	1,08,35,545	9,07,069	...	+31,03,615	263	48·77
1908 .	2,300·86	32,39,77,886	2,71,55,900	1,14,06,971	3·52	1,12,34,518	...	...	+1,72,453	227	57·99
1909 .	2,343·63	33,91,49,381	2,87,72,437	1,31,42,676	3·88	1,16,99,565	2,82,063	...	+11,54,129	236	54·32
1910 .	2,385·39	34,75,04,066	3,06,62,907	1,80,32,327	4·33	1,20,04,393	6,06,023	...	+24,21,911	248	51·23
1911 .	2,468 92	35,59,06,842	3,30,70,044	1,68,21,823	4·73	1,22,61,552	9,38,416	6 14	+36,21,855	262	50·48
1912 .	2,469·92	36,36,14,044	4,02,03,849	2,18,18,526	6 01	1,24,78,206	19,91,432	9·54	+73,78,888	311	45·74
1st qr. of 1913 .	2,469·92	36,86,24,074	1,18,26,259	†94,47,252	1·61	31,56,237	...	2·29	+27,91,515	356	48·40
1913-14 .	2,673·32	38,74,53,167	4,20,59,348	2,15,05,714	5·55	1,34 01,939	5,67,500	7·20	+75,36,284	393	48·87
1914-15 .	2,670·82	40.20,55,383	4,10,00,804	2,03,23,627	5·05	1,40,99,037	14,60,290	5·35	+47,64,300	295	50·43

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Gondia to Nagbhir	10-11-06	30·67		
Nagbhir, *vid* Itwari, to Motibagh		65·47		
Line at Itwari	10-11-06	0·96		
	15-3-11	1·49		
Nagbhir to Rajoli	1-12-10	31·66		
Rajoli to Babupeth	1-4-13	35·87		
Total open mileage . .	...	...	216·06	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Babupeth to Chanda (sanctioned on 26th August 1904) . .	...	2·26		
			2·26	
Grand total . .	...	...	...	218·32

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 1 / Sub-heads (*a*) to (*h*) **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Included under 1 (*c*), Jubbulpore-Gondia Extension (2′ 6″ gauge).

1 (*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Nainpur to Gondia	18-4-03	73·73		
Nainpur to Jubbulpore.	5-7-04 to 7-4-05	68·56		
Branches—			142·29	
Nainpur to Garha Mandla	15-9-05	26·40		
Nainpur to Seoni	15-2-09	47·10		
Seoni to Chhindwara	12-2-04	40·18		
Chhindwara to Khirsadoh	27-7-04 to 1-9-04	16·13		
Khirsadoh to Barkuhi	15-8-06	5·42		
Balaghat to Katangi	21-8-07	26·23		
Ram Rama Branch	1-5-13	5·42		
	1-11-13		169·58	
Total open mileage	...	...	...	311·87
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Khirsadoh to Sirgora (sanctioned on 24th June 1904)	...	8·43	8·43	
				8·43
Grand total	...	...	...	320·30

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone, except between Seoni and Chhindwara where good black ballast has been used. Between Chhindwara and Barkuhi the ballast consists mainly of moorum.

Fencing.—Only important station yards are fenced.

Curves.—The sharpest curve is of 409 feet radius.

Gradients.—The ruling gradient is 1 in 80, except between Khirsadoh and Barkuhi where it is 1 in 60.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Includes the Gondia-Chanda and Nagpur-Chhindwara Extensions.

Year.	Mileage open at end of each year	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	76·95	85,92,012	45,397	20,527	0·24	16	54·69
1904	218·77	1,05,77,313	2,47,318	64,293	0·61	29	73·99
1905	228·77	1,24,84,733	5,09,764	1,27,468	1·02	44	74·99
1906	245·05	1,45,22,197	7,59,895	2,44,105	1·68	60	67·88
1907	250 10	1,89,72,323	10,02,418	3,65,276	1·93	77	63·56
1908	397·67	2,95,27,804	10,91,800	3,05,552	1·29	53	72·01
1909	428·46	2,61,54,639	11,86,745	1,67,544	0·64	53	85·88
1910	458·57	2,78,45,635	14,02,244	2,90,059	1·04	59	79·31
1911	507·59	3,21,83,455	15,64,717	3,59,177	1·12	59	77·05
1912	508·66	3,47,04,985	18,00,931	5,19,768	1·50	68	71·14
1st qr. of 1913.	508·66	3,53,01,590	6,11,057	2,21,399	0·63	92	63·77
1913-14	624·63	3,73,01,570	23,21,318	6,11,012	1·64	71	73·68
1914-15	624·86	3,87,20,451	21,17,243	3,90,901	1 01	65	81·54

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*d*) Mourbhanj State railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Rupsa to Baripada station	20-1-05	32·41	32·41

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sál sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Without date, *between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company*, as to management, maintenance and working approved in Railway Board's letter No. 223-R.T. of the 10th March 1905.

Main provisions of agreement—

(i) *Land.*—Provided by the Mourbhanj State at the cost of capital.

(ii) *Government aid.*—The railway was constructed by the Mourbhanj State, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The total amount of actual working expenses of the line, including cost of maintenance, is deducted by the Company from the gross receipts and the balance is paid to the Maharaja of Mourbhanj at the end of each year.

(v) *Rates and fares.*—Controlled by the Company.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores—
(*b*) Government bullion and coin and the persons in charge thereof— } None specified.

(vii) *Power of the Maharaja to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*— } The agreement is terminable on 31st December of any year on three months' previous notice given by either party to the other.

(ix) *Term of agreement* [*if not determined under* (vii) *or* (viii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	32·41	6,29,160	31,494	9,444	1·50	20	70·01
1906	32·41	6,76,547	44,825	21,888	3·22	27	51·17
1907	32·41	7,12,765	43,532	21,567	3·03	26	50·46
1908	32·41	7,18,970	50,791	28,633	3·98	30	43·62
1909	32·41	7,19,675	55,490	24,969	3·37	38	56·26
1910	32·41	7,19,735	58,333	25,256	3·51	35	56·70
1911	32·41	7,20,259	62,154	33,490	4·65	37	46·13
1912	32·41	7,20,259	51,390	22,906	3·18	30	55·43
1st qr. of 1913 . .	32·41	7,20,259	17,566	9,985	1·39	42	43·16
1913-14	32·41	7,23,469	66,943	37,274	5·15	40	44·32
1914-15	32·41	7,24,329	54,406	24,839	3·43	32	54·35

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*e*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Itwari to Lodhikhera	1-1-11	38·88		
Lodhikhera to Sausar	10-5-11	7·40		
Sausar to Chhindwara	20-10-13	38·91		
			85·19	
Branches—				
Saoner to Khapa	1-1-11	4·66		
			4·66	
Katchidhana branch	20-10-13	4·08		
			4·08	
Grand total	...	...	...	93·93

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Cuttings are fully ballasted and banks are being moorumed throughout.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 636·6 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Contracts—

This line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Included under 1 (*c*), Jubbulpore-Gondia Extension (2′ 6″ gauge).

1 (*f*) Parlakimedi Light railway (2′ 6″ gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur Railway Company from the 1st January 1902.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Naupada to Parlakimedi	1-4-00	24·62	24·62

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted throughout with laterite, gravel and stone.

Fencing.—Short lengths of fencing have been provided in a few places where the railway runs in cuttings alongside the road.

Curves.—There are no curves of less than 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 24th January 1905, *between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company*, as to management, maintenance and working.

Main provisions of agreement—

(i) *Land.*—Provided by the Raja of Parlakimedi at the cost of capital.

(ii) *Government aid.*—The railway was constructed by the Raja of Parlakimedi, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The total amount of actual working expenses of the line, including cost of maintenance, is deducted by the Company from the gross receipts, and the balance is paid to the Raja of Parlakimedi.

(v) *Rates and fares.*—Controlled by the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*f*) Parlakimedi Light railway (2′ 6″ gauge)—*concld.*

Main provisions of agreement—*concld.*

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} None specified.

(vii) *Power of the Raja to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*—
} The agreement is terminable on 31st December of any year on three months' previous notice given by either party to the other.

(ix) *Term of agreement* [*if not determined under* (vii) *or* (viii)].—None specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	24·62	7,12,466	27,181	4,479	0·63	21	83·52
1906	24·62	7,12,466	21,494	—9,702	...	17	145·14
1907	24·62	7,12,602	25,440	—5,877	...	20	123·10
1908	24·62	7,13,374	26,365	837	0·12	21	96·82
1909	24·62	7,16,528	25,830	6,961	0·97	20	73·05
1910	24·62	7,23,690	27,134	8,277	1·14	21	69·50
1911	24·62	7,36,061	33,186	10,374	1·41	26	68·74
1912	24·62	7,43,354	39,954	11,783	1·59	31	70·50
1st qr. of 1913	24·62	7,53,792	15,115	3,858	1·18	47	41·39
1913-14	24·62	7,54,914	50,679	18,288	2·42	40	63·91
1914-15	24·62	7,56,324	50,129	17,880	2·36	39	64·33

1 (*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Purulia to Ranchi	15-11-07	72·68	
Ranchi to Lohardaga	6-10-13	42·62	
Total	...	...	115·30

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.
Ballast.—The line is ballasted with stone and gravel.
Fencing.—Only the important level crossings have posts and chains padlocked.
Curves.—The sharpest curve is of 955 feet radius.
Gradients.—The ruling gradient is 1 in 80.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	72·45	34,48,245	54,108	43,404	1·26	114	19·78
1908	72·68	41,71,748	3,43,434	2,23,979	5·37	91	33·81
1909	72·68	47,56,235	3,38,320	1,86,930	3·93	90	44·78
1910	72·68	48,51,707	3,62,940	1,88,155	3·88	96	48·14
1911	72·68	53,71,766	3,62,864	1,95,681	3·64	96	46·07
1912	72·68	60,08,137	4,69,592	2,79,732	4·66	124	40·43
1st qr. of 1913	72·68	62,20,959	1,21,837	77,271	1·24	129	36·58
1913-14	115·29	67,92,815	5,06,262	2,86,048	4·21	84	43·50
1914-15	115·30	70,97151	5,73,476	3,21,498	4·53	96	43·94

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (h)}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*concld.***

1 (*h*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Raipur to Kurud	10-9-00	31·50		
Kurud to Dhamtari	17-12-00	14·04		
			45·54	
Branch—				
Abhanpur to Rajim	15-10-00	11·40		
			11·40	
Grand total	...	...	...	56·94

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Moorum or sand and stone in a few cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 409 feet radius, at Raipur station.

Gradients.—The ruling gradient of the line is 1 in 200.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	56·24	13,96,065	75,187	25,288	1·81	26	66·37
1904	56·24	13,96,065	1,03,537	48,417	3·47	35	53·24
1905	56·24	13,96,077	1,07,418	46,382	3·32	37	56·82
1906	56·94	14,19,283	1,16,088	57,608	4·06	39	50·38
1907	56·94	14,18,139	1,16,696	58,828	4·15	39	49·59
1908	56·94	14,18,139	1,16,387	45,966	3·24	39	60·51
1909	56·94	14,20,126	1,16,202	41,337	2·91	39	64·43
1910	56·94	14,20,126	1,22,475	53,083	3·74	41	56·66
1911	56·94	14,22,020	1,48,003	65,135	4·58	50	55·99
1912	56·94	14,79,387	1,75,687	81,031	5·48	59	53·88
1st qr. of 1913	56·94	14,84,100	55,565	29,533	1·99	75	46·85
1913-14	56·94	14,83,688	1,96,572	1,11,930	7·54	66	43·06
1914-15	56·94	14,88,663	1,91,811	1,06,506	7·15	65	44·47

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM.

Chairman.—COLONEL SIR W. S. S. BISSET, K.C.I.E.
Secretary.—C. A. R. CROMMELIN, ESQ.
Offices.—Gloucester House, 110, Bishopsgate, London, E.C.
Date of registration of the former company.—1855.

The property vested in the former Bombay, Baroda and Central India Guaranteed Railway Company was purchased by the Secretary of State on the 31st December 1905, from which date all the contracts then subsisting between the Secretary of State and that Company were determined, the Company was re-constituted and the railway was worked temporarily under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract, dated the 8th April 1907, as from the 1st January 1906. The purchase price was fixed at the sum of £11,685,581, and the Secretary of State agreed to create and issue to the Company, on the 31st December 1905, India 3 per cent stock to the amount of £10,089,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000 being the unpaid balance of the purchase money of £11,685,581.

Lines comprised in the system.—The Bombay, Baroda and Central India railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles	Miles.
(*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)	996·30	...	996·30
(*b*) Nagda-Ujjain railway (5′ 6″ gauge)	34·32	...	34·32
(*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)	21·50	...	21·50
(*d*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)	12·30	...	12·30
(*e*) Tapti Valley railway (5′ 6″ gauge)	155·48	...	155·48
(*f*) Bombay, Baroda and Central India railway (3′ 3¼″ gauge)	1,815·64	...	1,815·64
(*g*) Ahmedabad-Dholka railway (3′ 3¼″ gauge)	33·54	...	33·54
(*h*) Ahmedabad-Parantij railway (3′ 3¼″ gauge)	88·70	...	88·70
(*i*) Gaekwar's Mehsana railway (3′ 3¼″ gauge)	152·72	39·56	192·28
(*j*) Jaipur State railway (3′ 3¼″ gauge)	72·84	66·97	139·81
(*k*) Palanpur-Deesa railway (3′ 3¼″ gauge)	17·28	...	17·28
(*l*) Vijapur-Kalol-Kadi railway (3′ 3¼″ gauge)	46·11	...	46·11
(*m*) Billimora-Kalamba railway (2′ 6″ gauge)	26·32	8·66	34·98
(*n*) Broach-Jambusar railway (2′ 6″ gauge)	29·78	...	29·78
(*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)	141·98	72·97	214·95
(*p*) Kosamba-Zankhvav railway (2′ 6″ gauge)	26·12	22·57	48·69
(*q*) Petlad-Vaso railway (2′ 6″ gauge)	15·50	3·48	18·98
(*r*) Rajpipla State railway (2′ 6″ gauge)	37·37	...	37·37
(*s*) Bodeli-Chhota Udaipur (2′ 6″ gauge)	...	22·65	22·65
(*t*) Navsari-Kamroj Light (2′ 6″ gauge)	...	20·00	20·00
Total	3,723·80	256·86	3,980·66

Running powers—

Home line over foreign lines :—

Dádár Junction to Carnac bridge, Great Indian Peninsula railway (for goods trains only)	4·39
Muttra-Delhi section of the Agra-Delhi Chord railway (for passenger and goods trains)	90·05
Total	94·44

Foreign line over home line :—

East Indian railway, Agra East Bank to Agra Fort (for passenger trains only)	1·00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0·24
" " " Dádár Junction to Colába (for goods trains only)	7·25
" " " at Agra (for passenger and goods trains)	2·89
Total	11·38

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (t)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Colába to Marine lines	18-1-70	2·00		
Marine lines to Charni Road	19-6-69	0·75		
Charni Road to Grant Road	13-9-68	0·76		
Grant Road to Bulsár	28-11-64	121·00		
Bulsár to Navsári	2-9-61	24·25		
Navsári to Sachin	20-5-61	2·25		
Sachin to Surat	18-3-61	9·00		
Surat to Amroli	19-11-60	2·25		
Amroli to Anklesvar	10-2-60	25·75		
Anklesvár to the Nerbudda	5-12-60	5·57		
Nerbudda to Broach	22-6-60			
Broach to Baroda	9-1-61	43·75		
Baroda to Dholia	22-4-61	11·25		
Dholia to Mehmadabad and Kaira Road	3-9-62	33·25		
Mehmadabad and Kaira Road to Ahmedabad	21-1-63	17·89		
Ahmedabad to Sábarmati	1-1-70	3·75		
Sábarmati to Sánand	24-5-71	13·75		
Sánand to Viramgám	30-11-71	22·98		
			350·20	
Branches and sections—				
Godhra branch—				
Ánand to Dákor	8-4-74	16·75		
Dákor to Rukhyal	6-1-75	1·75		
Rukhyal to Hungari	6-12-76	9·00		
Hungari to Sevalia	29-1-77	4·71		
Sevalia to Godhra	26-2-82	17·00		
			49·21	
Pátri branch—				
Khárághoda to Viramgám	12-5-73	22·12		
			22·12	
Godhra-Baroda chord—				
Baroda to Godhra	23-12-68	43·67		
			43·67	
Godhra-Rutlam-Nagda section—				
Godhra to Limkhera	16-1-93	25·09		
Limkhera to Dohad	7-3-94	19·55		
Dohad to Rutlam	22-10-94	70·46		
Rutlam to Nagda	11-5-96	26·04		
			141·14	
Nagda-Muttra section—				
Nágdá to Morak	15-7-07	101·51		
Morak to Kotah City	26-2-08	35·12		
Kotah City to Kotah Junction	1-5-09	3·48		
Kotah Junction to Siwai Mádhopur	1-5-09	67·38		
Siwai Mádhopur to Gangapur City	1-6-09	39·00		
Gangapur City to Hindaun City	1-10-09	26·84		
Hindaun City to Muttra Junction	15-6-09	66·02		
			339·35	
Agra branch—				
Bayana to Agra	1-12-13	50·61		
			50·61	
TOTAL	...	...	...	996·30
DOUBLE LINE—				
Colába to Marine lines	18-1-70	2·00		
Marine lines to Charni Road	19-6-69	0·75		
Charni Road to Grant Road	13-9-68	0·76		
Grant Road to Máhim	20-7-65	5·44		
Máhim to Bándra	23-2-46	1·07		
Bándra to Santa Cruz	23-5-66	1·83		
Santa Cruz to Andheri	29-8-67	2·71		
Andheri to Bháyndar	27-4-85	13·33		
Bháyndar to Virár	1-10-85	10·34		
Virár to Pálghar	1-12-97	19·28		
Pálghar to Dáhánu Road	17-1-98	20·37		
Dáhánu Road to Gholvad	20-4-00	6·89		
Gholvad to Daman Road	18-10-00	23·19		
Daman Road to Bulsár	29-1-02	16·44		
Bulsár to Sachin	21-4-02	33·50		
Sachin to Kankra Khari	4-7-87	6·30		
Kankra Khari to Surat	5-6-68	2·70		
Surat to Utran	9-10-67	2·15		
Utran to Sáyan	25-5-98	6·40		
Sáyan to Kim	1-10-98	6·30		
Kim to Anklesvar	11-12-99	16·15		
Anklesvar to Nerbudda Bridge	7-2-13	4·17		
Broach to Miyágam	15-10-99	25·25		
Miyágám to Itola	15-9-97	7·75		
Itola to Baroda C cabin	7-6-95	12·00		
Bárejadi to Ahmedabad	2-6-27	10·14		
Total double line	...	...	257·21	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flat-footed steel rails on creosoted pine, Australian and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers. The Godhra-Rutlam-Nagda section is laid with 75-lb. flat-footed steel rails on transverse steel, deodar, creosoted pine sleepers and cast iron pots and the Nagda-Muttra section, with 87-lb. and 90-lb. flat-footed steel rails on sál, deodar, Australian wood sleepers and cast iron pots north of Nagda.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—Excepting the Pátri branch the line is fenced throughout. One hundred and thirty-seven miles of the Godhra-Rutlam-Nagda section and only the station yards on the rest of the line, are fenced. On the Nagda-Muttra section most of the station yards only are fenced.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Pátri branch of 2,865 feet radius, on the Godhra-Baroda chord of 1,910 feet radius, on the Godhra-Rutlam-Nagda section of 1,000 feet radius and on the Nagda-Muttra section of 1,275 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80; on the Pátri branch and the Godhra-Baroda chord it is 1 in 300, except for short lengths of 1 in 200 on the latter. The ruling gradient on the Nagda-Muttra section is 1 in 200, as also on the Godhra-Rutlam-Nagda section with short lengths of 1 in 100 and from 1 in 101 to 1 in 150 between Godhra and Jekot.

Contracts—

Dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 15th October 1908 (called the Debenture contract, supplemental to the contract of 1907), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the issue of debentures or debenture stock of the Company.

Dated the 24th October 1913 (supplemental to the contracts of 1907 and 1908), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the continuance with further modifications, with effect from the 1st January 1912, the principal contract of the 8th April 1907 and the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—Was provided by the Government free of cost to the former Company. After the 31st December 1905, the cost of land provided by the Government is debited to the appropriate capital account.

(ii) *Government aid.*—The Government guarantee to pay to the Company interest at the rate of 3 per cent per annum on its stock capital of £ 2,000,000 raised in satisfaction of the unpaid balance of the purchase money of £11,685,581, also on the amount which shall for the time being have been paid to the credit of the Secretary of State in respect of any further ordinary stock which the Company may issue with his sanction.

Capital required for the purposes of the undertaking after 31st December 1911 shall, at the option of the Secretary of State, either be advanced by him (in which case he shall be at liberty to call on the Company subsequently to raise money for its repayment), or be provided by the Company by the issue, as the Secretary of State shall decide, of further ordinary stock, or of debentures or debenture stock.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } From the half-yearly gross earnings of the undertaking are deducted the working expenses of the undertaking and all other charges to Revenue account properly attributable to each half-year, the remainder, together with the interest to be credited by the Secretary of State in respect of any balance of unexpended capital in his hands under clause 19 of the contract of the 24th October 1913, being the net receipts.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The net receipts of the undertaking for each half-year, after-deducting payments of net earnings to subsidiary lines, allowances for rebate, direction and other deductions are applied in repayment of interest for the half-year on any debentures or debenture stock of the Company and in payment to the Secretary of State and the Company of interest at 4 per cent per annum on the Secretary of State's preferred capital and on the average amount to the credit of the Company's Capital Account. Next in making good any deficiency in the net receipts of the first half-year of any year as compared to the payment chargeable thereon and mentioned above. The surplus of the two half-years of any year is next applied in payment of interest for the year at 4 per cent on the deferred capital of the Secretary of State and the balance if any remaining is divided between the Secretary of State and the Company in proportion to the average amounts standing to the credit of the Secretary of State and the Company respectively in the Government Capital Account and the Company's Capital Account, including in the Secretary of State's Capital both his preferred and deferred capital. The interest payable by the Secretary of State under the guarantee of 3 per cent is to be deducted from the interest at 4 per cent per annum payable to the Company on the average amount to the credit of the Company's capital account.

(v) *Rates and fares.*—The Government will from time to time authorize maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorized maxima and minima, the Company may vary the said rates. The Railway Board may at any time require the Company to quote such rates over the undertaking for both passengers and goods to and from the western ports between Karachi and Bombay, inclusive, including a rate from stations of origin and delivery where the route is either entirely or only partly over the undertaking, so as to secure equal treatment of such ports.

(vi) *Special obligations as to the conveyance of*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed on the same general conditions, and at rates to be approved by the Government not being less than those in force on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be approved by the Government.

(vii) *Power of the Government to determine contract.*—Contract may be determined by Government on the 31st December 1941, or on the 31st December of any succeeding fifth year, by giving to the Company in England, 12 calendar months' previous notice.

(viii) *Power of the Company to surrender contract*—Nil.

(ix) *Term of contract [if not determined under* (vii) *and* (viii)].—30 years.

Statistics of working. (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

INCLUDES THE GODHRA-RUTLAM-NAGDA AND NAGDA-MUTTRA SECTIONS *from* 1912.

Year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Percentage of Company's share of net earnings (surplus profits *plus* guaranteed interest on share capital) on Company's capital.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.*	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1906	504·35	12,63,16,478	1,80,81,754	1,05,39,688	8·34	72,53,353	3,95,333	...	+28,85,502	809	47·27
1907	504·35	12,96,03,431	2,10,78,442	1,18,80,851	9·16	71,98,534	4,52,500	...	+42,29,094	853	43·48
1908	504·35	13,48,94,409	2,01,49,990	97,83,713	7·24	72,93,726	1,50,000	...	+23,19,987	790	52·25
1909	504·35	14,18,69,493	2,21,36,727	1,17,66,514	8·29	75,19,552	1,52,517	...	+40,84,445	844	46·83
1910	504·35	14,32,34,042	2,40,62,076	1,24,94,573	8·72	77,49,590	4,30,787	...	+43,14,196	917	48·07
1911	504·35	14,92,98,743	2,47,34,178	1,23,48,704	8·27	78,64,428	4,42,388	4·47	+40,41,888	943	50·07
1912	945·85	21,98,74,123	3,27,92,584	1,61,93,680	7·38	99,59,057	6,58,709	5·19	+65,75,014	657	50·62
1st qr. of 1913	945·85	22,35,94,288	88,37,064	46,83,922	2·09	25,74,807	2,32,340	1·47	+18,76,775	719	47·00
1913-14.	996·23	23,56,10,288	3,60,65,069	1,83,83,393	7·80	1,10,96,209	5,41,271	5·19	+67,45,914	721	49·03
1914-15.	996·30	24,41,98,333	3,41,76,399	1,65,02,921	6·76	1,13,83,504	5,36,456	4·57	+45,62,961	660	51·71

* Includes State outlay on Patri branch, viz., Rs. 3,08,405.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*b*) Nagda-Ujjain railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Nágdá to Ujjain	15-7-96	34·32	34·32

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement and contracts—

Agreement, without date, having effect from the 15th July 1896, *between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the revising, and extending up to the 31st December 1905, of the arrangements for working the Rajputana-Malwa railway and other lines.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Main provisions of agreement and contracts—

(i) *Land.*—Provided free of cost by the Gwalior Durbar.

(ii) *Government aid.*—The line is the property of the Gwalior Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Nágdá-Ujjain railway is debited with a share of the working expenses of the Company's railway system in proportion to the total earnings of the Nágdá-Ujjain railway in each half-year, and the balance in favour of or against the Gwalior Durbar is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—To conform generally to those in force on the Godhra-Rutlam-Nagda railway, unless otherwise specially agreed between the Durbar and the Company.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways. (The agreement does not contain any provision for the carriage at special rates of troops, high Government officials and Government stores.)

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be terminated at any time on one year's notice from either party, expiring on the 30th September or 31st March in any year.

(ix) *Term of agreement [if not determined under* (vii) *and* (viii)].—Not specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*b*) Nagda-Ujjain railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 36 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	34·32	22,40,441	1,71,435	99,907	4·46	96	41·72
1906	34·32	22,40,441	1,71,491	91,060	4·06	96	46·90
1907	34·32	22,40,441	1,99,985	1,06,620	4·76	112	46·69
1908	34·32	22,40,441	1,95,491	83,228	3·71	109	57·43
1909	34·32	22,40,441	2,50,437	1,21,895	5·44	140	51·33
1910	34·32	22,40,600	2,59,680	1,34,098	5·98	146	48·36
1911	34·32	22,40,600	2,89,814	1,43,929	6·42	162	50·34
1912	34·32	22,40,600	3,21,131	1,64,593	7·35	180	48·75
1st qr. of 1913	34·32	22,40,600	75,347	41,074	1·83	169	45·49
1913-14	34·32	22,42,194	3,26,870	1,65,627	7·39	183	49·33
1914-15	34·32	22,56,028	2,58,462	1,22,968	5·47	145	52·42

2 (*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ánand to Petlád	5-5-90	13·17	
Petlád to Tarapur	20-6-01	8·33	
TOTAL	...	...	21·50

Details of construction—

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on steel sleepers from Ánand to Petlád and on creosoted pine sleepers from Petlád to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Ánand and Petlád, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreements and contract—

Agreement, without date, having effect from the 5th May 1890, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract) *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying the agreement of 5th May 1890.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying further the agreement of 5th May 1890.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Baroda Durbar.

(ii) *Government aid.*—The line is the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Petlad railway is debited for maintenance and working expenses, including the cost of supervision and hire of rolling-stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India railway system, and with any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar, but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge).

(vi) *Special obligations as to the conveyance of—*
(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)
(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } Either party may at any time determine the agreement on giving 12 months' notice to the other.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4.	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	21·50	11,31,273	1,40,463	81,966	7·25	126	41·65
1906	21·50	11,30,873	1,39,209	73,634	6·51	124	47·11
1907	21·50	11,30,869	1,66,976	88,288	7·81	149	47·13
1908	21·50	11,31,294	1,86,283	80,125	7·08	167	56·99
1909	21·50	11,31,692	1,88,042	90,705	8·01	168	51·76
1910	21 50	11,33,238	2,19,645	1,13,373	10·00	196	48·38
1911	21·50	11,33,458	2,39,635	1,19,183	10·46	214	50·26
1912	21·50	11,46,078	2,54,943	1,29,527	11·30	228	49·19
1st qr. of 1913	21·50	11,47,125	62,414	33,997	2·96	223	45·55
1913-14	21·50	11,50,078	2,43,277	1,21,880	10·60	218	49·90
1914-15	21·50	12,02,487	2,61,224	1,24,500*	10·35	234	52·34

2 (*d*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarapur to Cambay	20-6-01	12·30	12·30

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short length of 1 in 200 between Sayama and Cambay.

Agreements and contract—

Agreement, dated the 17th May 1902, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 17th October 1908, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, modifying the agreement of 17th May 1902.

Agreement, dated the 10th May 1910, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, modifying further the agreement of 17th May 1902.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Cambay Durbar.

(ii) *Government aid.*—The line is the property of the Cambay Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—

} As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	10·92	8,06,482	33,638	19,603	2·43	59	41·72
1906	12·30	8,11,255	34,531	18,265	2·25	54	47·11
1907	12·30	8,10,876	42,318	22,355	2·76	66	47·17
1908	12·30	8,10,876	44,098	18,932	2·33	69	57·07
1909	12·30	8,50,220	43,431	20,982	2·47	68	51·69
1910	12·30	8,57,150	51,709	26,668	3·11	81	48·43
1911	12·30	8,65,463	57,830	28,728	3·33	90	50·28
1912	12·30	8,66,068	57,833	29,157	3·37	90	49·58
1st qr. of 1913	12·30	8,66,068	15,617	8,492	0·98	95	45·62
1913-14	12·30	8,66,999	53,711	27,045	3·12	84	49·65
1914-15	12·30	8,67,002	60,852	29,040	3·35	95	52·28

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (f)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*e*) Tapti Valley railway (5′ 6″ gauge)—

Date of registration of the Company.—17th June 1896.

Progress in opening—

Sections of railway.	Date of opening	Miles.	Total.
1	2	3	4
Kankra Khari to Vyára	1-12-96	35·59	
Vyára to Chinchpáda	10-7-99	36·55	
Chinchpáda to Nandurbár	8-10-99	25·20	
Nandurbár to Dondaicha	11-11-99	21·44	
Dondaicha to Nardána	25-11-99	19·78	
Nardána to Amalner	15-3-00	16·92	
Total	...	...	155·48

Details of construction—

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.
Ballast.—The line is ballasted throughout with stone.
Fencing.—Only station yards and important level crossings are fenced.
Curves.—The sharpest curve is of 1,910 feet radius.
Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 28th August 1896 (called the principal contract), *between the Secretary of State and the Tapti Valley Railway Company;*
Dated the 30th October 1896 (set forth in the schedule to the principal contract of 1896), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company;*
} as to the construction, management, maintenance and working of the Tapti Valley railway.

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Dated the 16th January 1902, *between the Secretary of State and the Tapti Valley Railway Company*, modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 26th August 1907, *between the Secretary of State and the Tapti Valley Railway Company*, for the continuance of the working of the Tapti Valley railway on the terms in force on the 31st December 1905.

Dated the 10th July 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company;*
Dated the 12th November 1908, *between the Secretary of State and the Tapti Valley Railway Company;*
} giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Tapti Valley Railway Company by the Bombay, Baroda and Central India Railway Company.

Main provisions of contracts—

(i) *Land.*—In British territory provided by the Government free of cost to the Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.

(ii) *Government aid.*—
(iii) *Distribution of profits.*—
} The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches, the charge to the Tapti Valley Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line, is the share of the general working expenses of the whole of the 5′ 6″ and 3′ 3⅜″ gauge systems of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Tapti Valley railway in proportion to its gross earnings, less the rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government are entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 50 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Tapti Valley Railway Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (f)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*e*) Tapti Valley railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Tapti Valley Railway Company in respect of each year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Tapti Valley railway, as will, together with the net earnings of the Tapti Valley Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 6,000 per annum towards its office expenses and expenses of management.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge).

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As in the case of 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway—

(*a*) on the 31st December 1921, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure; or

(*b*) on the 31st December 1950, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(vii) *Power of the Company to surrender contract*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1898	35·91	82,70,413	2,836	...	...	...	...	...	18	48·70	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.
1899	138·88	1,21,09,193	2,42,593	...	...	...	...	...	73	47·40	
1900	155·45	1,28,31,291	6,68,475	...	...	...	...	...	85	47·08	
1901	155·48	1,29,18,730	6,00,553	3,42,243	2·65	33,226	3,75,469	2·90	74	43·01	
1902	155·48	1,29,70,581	8,26,485	4,63,242	3·57	45,196	5,08,438	3·92	102	42·95	
1903	155·48	1,30,02,400	8,62,758	4,83,142	3·72	40,258	5,23,400	4·03	107	44·00	
1904	155·48	1,30,77,018	6,58,740	3,68,894	2·82	28,441	3,97,335	3·04	81	44·00	
1905	155·48	1,30,83,629	10,11,222	5,86,921	4·49	2,928	5,89,849	4·51	125	41·96	
1906	155·48	1,30,82,853	11,34,712	6,35,460	4·86	...	6,35,460	4·86	140	44·00	
1907	155·48	1,30,97,237	10,34,612	5,79,383	4·42	...	5,79,383	4·42	128	44·00	
1908	155·48	1,30,90,929	9,98,927	5,59,399	4·27	...	5,59,399	4·27	124	44·00	
1909	155·48	1,31,10,300	11,06,564	6,19,676	4·73	...	6,19,676	4·73	137	44·00	
1910	155·48	1,31,20,549	11,85,910	6,64,110	5·06	...	6,64,110	5·06	147	44·00	
1911	155·48	1,31,37,174	12,91,825	7,23,422	5·51	...	7,23,422	5·51	160	44·00	
1912	155·48	1,31,41,972	14,36,446	8,04,410	6·12	...	8,04,410	6·12	178	44·00	
1st qr. of 1913.	155·48	1,31,43,606	4,01,616	2,25,017	1·71	...	2,25,017	1·71	199	44·00	
1913-14.	155·48	1,31,47,512	15,92,836	8,91,988	6·78	...	8,91,988	6·78	197	44 00	
1914-15.	155·48	1,31,78,535	13,20,802	7,39,649	5·61	...	7,39,649	5·61	163	44·00	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (l)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
RAJPUTANA SECTION—					
Main line—					
Delhi to Rewári	14-2-73	51·21			
Rewári to Alwar	15-9-74	46·10			
Alwar to Bandikui	7-12-74	37·51			
Bandikui to Dausa	20-4-74	17·84			
Dausa to Jaipur	12-10-74	38·14			
Jaipur to Phulera	1-3-75	34·20			
Phulera to Ajmer	1-8-75	49·92			
Ajmer to Beáwar	15-5-78	32·41			
Beáwar to Haripúr	12-8-79	20·85			
Haripúr to Sojat Road	20-10-80	20·54			
Sojat Road to Pálanpur	1-1-81	148·44			
Pálanpur to Ahmedabad	15-11-79	82·36			
New zero of Ahmedabad-Dholka railway to facing point on main line of Sabarmati	12-2-08	0·66			
Branches and extensions—			580·18		
Viramgam-Wadhwan section—					
Viramgam to Wadhwan*	14-12-02	39·05			
			39·05		*This section was opened on the 5′ 6″ gauge from 25th May 1872 and converted to and opened on the 3′ 3⅜″ gauge, from 14th December 1903.
Farukhnagar Salt branch	14-2-73	7·64			
			7·64		
Agra branch—					
Bandikui to Bharatpur	20-4-74	60·28			
Bharatpur to Agra Fort	11-8-73	33·24			
Agra Fort to Jumna, East Bank (Agra)	1-1-76	1·50			
			95·02		
Sámbhar Lake Salt branch	1-3-75	4·50			
Japog extension	0-10-76	4·50			
Extension of Sámbhar branch to Jhowra	20-12-79	17·00			
Kankaroola siding	15-2-81	1·25			
Additional salt sidings in the Sámbhar lake	1-9-91	6·18			
			33·43		
5′ 6″ gauge lines—					
Jumna, East Bank (Agra) to Idgah (Agra)	1-1-76	† 3·07			
At Delhi	12-11-03	0·09			† Of this, the length on the Jumna bridge is of mixed (5′ 6″ and 3′ 3⅜″) gauge.
			3·16		
MALWA SECTION—					
Main line—					
Khandwa to Sanáwad	1-2-74	34·25			
Sanáwad to Mortakka	1-4-74	3·50			
Mortakka to Choral	20-1-75	20·50			
Choral to Mhow	1-1-78	15·69			
Mhow to Indore	3-8-76	13·00			
Indore to Fatehabad Junction	3-8-76	25·23			
Fatehabad Junction to Rutlam	11-7-78	48·75			
Rutlam to Jaora	25-2-80	29·50			
Jaora to Mandsaur	8-4-80	31·75			
Mandsaur to Neemuch	2-7-80	30·25			
Neemuch to Nimbahera	10-3-81	16·40			
Nimbahera to Chitorgarh	19-3-81	17·65			
Chitorgarh to Nasirabad	1-12-81	100·65			
Nasirabad to Ajmer	14-2-76	14·15			
Ujjain branch—			392·37		
Fatehabad to Ujjain	3-8-76	12·00			
Ujjain branch extension across the Sipra river to Ujjain city.	1-3-84	‡ 2·88			‡ Includes 2·10 miles, 5′ 6″ gauge, from Sipra Junction to station, opened in 1899.
			14·88		
CAWNPORE-ACHNERA SECTION—					
Main line—					
Cawnpore Mill line	26-4-09	2·34			
Cawnpore to Kanauj	15-12-80	49·20			
Kanauj to Farukhabad	1-2-81	36·71			
Farukhabad to Kásganj	14-4-84	66·78			
Kásganj to Háthras Road	1-7-84	34·04			
Háthras Road to Muttra Cantonment	19-10-75	29·11			
Jumna bridge	1-7-84	1·00			
Muttra Cantonment to old connection Muttra Junction.	11-11-07	2·32			
Old connection to Achnera	7-11-81	20·95			
			242·45		
Carried over				1,408·08	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward ...	...	...	...	1,408·08	
Branches—					
Brahmavart branch	10-11-85	4·78			
Brindaban branch	26-8-89	7·25	12·03		
REWÁRI-BHÁTINDA-FÁZILKA SECTION—					
Main line—					
Rewári to Hissar	20-3-83	88·20			
Hissar to Sirsa	1-1-84	50·75			
Sirsa to Kot Kapúra	1-10-84	*78·24			*Of this 26·28 miles, between Bhátinda and Kot Kapúra, are of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Kot Kapúra to Fázilka	1-1-85	50·26	262·45		
Rewári-Phulera Chord—					
Rewári to Narnaul	11-12-04	32·55			
Narnaul to Phulera	15-5-05	100·53	133·08	407·56	
TOTAL ...	...	...	...	1,815·64	
DOUBLE LINE, RAJPUTANA SECTION—					
3′ 3⅜″ gauge—					
Agra Fort to Idgah Junction (Agra)	11-8-73	1·14			
At Delhi	25-12-02	1·78	2·92		
5′ 6″ gauge—					
At Delhi	27-2-05	0·09	0·09		
Total double line	...	...	...	3·01	

Details of construction—

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41¼-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41¼-lb. and 50-lb. steel rails on deodar sleepers. The Rewári-Fázilka section has 41¼-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The following lines are fenced: (1) Rajputana section, main line, Delhi to Ahmedabad *viá* the Rewári-Phulera chord, 518·91 miles; Rewári-Bandikui-Phulera loop, 173·76 miles, and branches, 94·61 miles; (2) Malwa section, main line, Khandwa to Ajmer, 97·85 miles, and branch, 2·17 miles; (3) Cawnpore-Achnera section, main line, 148·23 miles and Brindaban branch, 2·69 miles; and (4) Rewári-Fázilka section, 114·23 miles, including stations.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—On the main line of the Rajputana section, Delhi to Ahmedabad, *viá* Rewári-Phulera chord; on the Rewári-Bandikui-Phulera loop; and on the Brahmavart branch, the ruling gradient is 1 in 150. On the Agra branch it is 1 in 150, except for 1,058 feet on 1 in 142 and 841 feet on 1 in 145 at mile 1. On the Sambhar branch, it is 1 in 200, except for 3,810 feet on 1 in 150 at the beginning of the line. On the Farukhnagar branch it is 1 in 100. On the Malwa section it is 1 in 150, except between Khandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pani (Mhow Ghat) where it is 1 in 40. On the Cawnpore-Achnera section, and on the Brindaban branch it is 1 in 200; and on the Rewári-Fázilka section, 1 in 169.

Contracts—
Main provisions of contracts— As noted under 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (i)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

INCLUDES THE GODHRA-RUTLAM-NAGDA SECTION *up to* 1911 AND VIRAMGAM-WADHWAN SECTION *from* 1912.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's *share of* surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906 .	1,915·50	16,65,57,367	2,80,04,905	1,47,43,530	8·35	65,99,940	Included with 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).	+ 81,43,590	281	47·35
1907 .	1,919·20	16,85,93,587	2,87,22,171	1,43,93,902	8·54	53,09,963		+ 90,83,939	288	49·89
1908 .	1,918·54	17,04,83,737	2,47,43,850	94,10,603	5·33	60,67,222		+ 33,43,381	249	61·97
1909 .	1,919·72	18,04,84,544	2,51,98,999	1,06,99,636	6·04	61,19,498		+ 47,79,138	252	56·75
1910 .	1,919·64	18,18,63,774	2,85,10,644	1,44,84,804	7·96	61,72,944		+ 83,11,860	286	49·20
1911 .	1,917·73	18,23,81,723	3,08,25,507	1,50,83,603	8·27	63,40,819		+ 87,42,784	309	51·07
1912 .	1,815·64	16,55,41,245	3,15,97,819	1,61,10,247	9·73	59,67,519		+ 1,01,42,728	335	49·01
1st qr. of 1913	1,815·64	16,66,23,366	81,34,086	45,29,216	2·72	14,56,507		+ 30,72,709	345	44·32
1913-14	1,815·64	16,78,56,869	2,93,50,716	1,47,44,027	3·78	53,64,253		+ 93,79,775	316	50·61
1914-15	1,815·64	17,10,31,351	2,96,44,574	1,32,97,462	7·77	57,21,867		+ 75,75,595	303	53·58

2 (*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—

Date of registration of the Company.—22nd July 1901.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sábarmati to Bavla	23-2-03	24·75	
Bavla to Dholka	1-4-03	8·79	
TOTAL ...	...	...	33·54

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on deodar sleepers.

Ballast.—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings; elsewhere sand is used with stone top dressing. The line has since been ballasted with stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 300, except for 400 feet near Sábarmáti, where it is 1 in 200 and for 4,000 feet between miles 1 and 2, where it is 1 in 286.

Contracts—

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa railway and other lines.

Dated the 25th March 1902, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*;
Dated the 18th July 1902, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*;
} as to the construction, management, maintenance and working of the Ahmedabad-Dholka railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 17th September 1902, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*, modifying the contract of 1902, as to the issue and allotment to the Secretary of State of a certain number of fully paid up shares in the capital of the Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 10th July 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*; } giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Ahmedabad-Dholka Railway Company by the Bombay, Baroda and Central India Railway Company.

Dated the 12th November 1908, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*;

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*— } The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the working agreement with the Bombay, Baroda and Central India Railway Company, the charge to the Ahmedabad-Dholka Railway Company for the provision of rolling-stock and the working and maintenance of the line, is the share of the general working expenses of the whole system of the 5′ 6″ and 3′ 3⅜″ gauge lines worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Dholka railway in proportion to its gross earnings, less the amount of rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government are entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the working agreement with the Bombay, Baroda and Central India Railway Company terminating before the contract with the Ahmedabad-Dholka Railway Company, the charge for working the latter Company's line is to be such percentage of the gross earnings as may be provided in any other working agreement that may be entered into, or, if the line be worked by State agency, such percentage as the Secretary of State may consider just or reasonable; but it is not in either case to exceed the percentage of working expenses on gross earnings obtaining on the Bombay, Baroda and Central India railway, or 50 per cent in any year. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Dholka Railway Company. By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Dholka Railway Company in respect of each year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Dholka railway, as will, together with the net earnings of the Ahmedabad-Dholka Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 5,000 per annum towards its office expenses and expenses of management; but when the Company's net earnings in any year exceed 4 per cent on the capital expenditure, the excess is to be applied towards the reduction of this allowance.

(iii) *Distribution of profits.*— }

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum for the time being in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(v) *Special obligations as to the conveyance of.*— } As in the case of 2 (*f*), Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(*a*) Mails, troops, high Government officials, and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway on the 30th June 1922, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 . .	33·50	10,02,172	64,261	35,986	3·59	...	35,986	3·59	45	44·00
1904 . .	33·50	10,17,308	99,044	55,465	5·45	...	55,465	5·45	57	44·00
1905 . .	33·50	10,44,995	98,214	57,203	5·47	...	57,203	5·47	56	41·76
1906 . .	33·50	10,83,722	1,00,743	56,418	5·21	...	56,418	5·21	58	44·00
1907 . .	33·50	11,11,380	1,15,159	64,489	5·80	...	64,489	5·80	66	44·00
1908 . .	33·50	10,91,212	1,28,206	71,795	6·58	...	71,795	6·58	74	44·00
1909 . .	33·54	11,05,286	1,20,149	6,283	6·09	...	67,283	6·09	69	44·00
1910 . .	33·54	11,10,937	1,29,669	7,615	6·54	...	72,615	6·54	74	44·00
1911 . .	33·54	11,17,717	1,32,107	73,980	6·62	...	73,980	6·62	76	44·00
1912 . .	33·54	11,17,717	1,33,740	74,895	6·70	...	74,895	6·70	77	44·00
1st qr. of 1913	33·54	11,17,717	28,368	15,886	1·42	...	15,886	1·42	65	44·00
1913-14 . .	33·54	11,17,443	1,24,609	69,731	6·24	...	69,731	6·24	71	44·00
1914-15 . .	33·54	11,17,443	1,24,409	69,669	6·23	...	69,669	6·23	71	44·00

2 (*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—

Date of registration of the Company.—6th January 1896.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ahmedabad to Talod	1-5-97	32·82	
Talod to Parántij	2-7-97	7·83	
Parántij to Himmatnagar	28-10-97	14·05	
Himmatnagar to Khed Brahma	1-7-11	34·00	
TOTAL	...	...	88·70

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 13th March 1896 (called the principal contract), *between the Secretary of State and the Ahmedabad-Parántij Railway Company*, as to the construction of the Ahmedabad-Parántij railway.

Dated the 4th June 1896, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Ahmedabad-Parántij railway.

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 29th January 1902, *between the Secretary of State and the Ahmedabad-Paránţij Railway Company*, modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 17th September 1907, *between the Secretary of State and the Ahmedabad-Paránţij Railway Company*, for the continuance of the working of the Ahmedabad-Paránţij railway on the terms in force on the 31st December 1905.

Dated the 2nd October 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*;

Dated the 24th November 1910, *between the Secretary of State and the Ahmedabad-Paránţij Railway Company*;

} as to the construction, management, maintenance and working of the Brahmakhed extension as part of the Ahmedabad-Paránţij railway, subject to the modifications therein set forth of the terms applicable to the main line.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.

(ii) *Government aid.*—
(iii) *Distribution of profits.*— } The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches, the charge to the Ahmedabad-Paránţij Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line is the share of the general working expenses of the whole of the 5′ 6″ and 3′ 3⅜″ gauge systems of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Paránţij railway in proportion to its gross earnings, less the rebate of 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government is entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 44 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Paránţij Railway Company.

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Paránţij Railway Company in respect of each year, by way of rebate, a sum not exceeding 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Paránţij railway, as will, together with the net earnings of the Ahmedabad-Paránţij Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter at 5 per cent per annum, on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 5,000 per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter Rs. 6,000 per annum towards its office expenses and expenses of management.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As in the case of 2 (*f*), Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months notice, determine the contract and acquire the railway—

(*a*) on the 31st December 1930, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure, or

(*b*) on the 31st December 1946, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1897 .	54·59	19,42,211	69,069	36,665	1·89	...	36,665	1·89	46	46·92
1898 .	54·59	19,42,971	1,49,790	85,836	4·42	...	85,836	4·42	53	42·70
1899 .	54·70	19,49,616	2,10,634	1,21,687	6·24	...	1,21,687	6·24	74	42·23
1900 .	54·70	19,55,305	2,65,105	1,55,952	7·98	...	1,55,952	7·98	93	41·17
1901 .	54·70	19,49,355	1,77,488	99,365	5·10	...	99,365	5·10	62	44·00
1902 .	54·70	19,70,012	1,79,794	1,00,685	5·11	...	1,00,685	5·11	63	44·00
1903 .	54·70	19,88,869	1,50,112	84,063	4·23	...	84,063	4·23	53	44·00
1904 .	54·70	19,89,045	1,86,227	1,04,287	5·24	...	1,04,287	5·24	65	44·00
1905 .	54·70	19,91,753	1,98,713	1,15,469	5·80	...	1,15,469	5·80	70	41·89
1906 .	54·70	19,98,023	2,20,934	1,23,727	6·19	...	1,23,727	6·19	78	44·00
1907 .	54·70	20,08,966	2,64,637	1,48,197	7·38	...	1,48,197	7·38	93	44·00
1908 .	54·70	20,26,012	2,95,664	1,65,572	8·17	...	1,65,572	8·17	104	44·00
1909 .	54·70	20,32,797	3,04,284	1,70,735	8·40	...	1,70,735	8·40	107	44·00
1910 .	54·70	28,71,739	3,21,710	1,80,158	6·27	...	1,80,158	6·27	113	44·00
1911 .	88·70	36,40,022	3,52,475	1,97,386	5·42	...	1,97,386	5·42	94	44·00
1912 .	88·70	36,64,696	3,47,122	1,94,388	5·30	...	1,94,388	5·30	75	44·00
1st qr. of 1913 .	88·70	36,83,679	1,03,425	57,918	1·57	...	57,918	1·57	90	44·00
1913-14 .	88·70	37,06,874	4,02,882	2,25,334	6·08	...	2,25,334	6·08	87	44·00
1914-15 .	88·70	37,18,368	4,25,995	2,38,557	6·42	...	2,38,557	6·42	92	44·00

2 (*i*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Viramgam-Mehsana-Taranga Hill section—				
Viramgam to Mehsana	1-2-91	40·21		
Mehsána to Vadnagar	21-3-87	20·73		
Vadnagar to Kherálu	12-12-88	7·00		
Kherálu to Taranga Hill	20-8-09	7·79		
			75·73	
Wagrod extension—				
Mehsána to Pátan	20-7-91	24·69		
Pátan to Wagrod	15-1-15	14·72		
			39·41	
Harij branch—				
Maraud Road to Harij	23-10-08	20·95	20·95	
Bechraji extension—				
Chanasma to Bechraji	23-10-08	16·63	16·63	
TOTAL OPEN MILEAGE	...	...	...	152·72
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Wagrod to Kakoshi (sanctioned on 15th March 1912)	...	19·00		
Khalipur to Khakhal (sanctioned on 15th March 1912)	...	17·12		
Wagrod to Khareda (sanctioned on 14th January 1913)	...	13·44	39·56	39·56
GRAND TOTAL	...	...	...	192·28

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Gaekwar's Mehsana railway (3′ 3⅜″) gauge—*contd.*

Details of construction—

Permanent-way.—Except from mile 10 to mile 24·69 of the Mehsána-Pátan section, which is laid with 40-lb. iron rails on deodar sleepers, the line is laid with 41¼-lb. flat-footed steel rails on steel, deodar, half round jungle teak and Australian hard wood sleepers.

Ballast.—The line between Mehsána and Taranga Hill is ballasted with stone, between Manund Road and Harij and between Chanasma and Bechraji, with lime stone and the rest with kunkur.

Fencing.—Of the Manund Road-Harij and Chanasma-Bechraji sections only the station yards are fenced; and of the other three sections 41¼ miles are fenced by wire, and the rest with cactus, but this latter has in several places been entirely destroyed by floods and locusts and what remains is much broken up. On the Patan-Wagrod section only the station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—On the Mehsána-Kherálu section the ruling gradient is 1 in 150, except for 5,100 feet, between Varetha and Taranga Hill, where it is 1 in 75. On the Mehsána-Viramgam section it is 1 in 400, except for 1,350 feet between miles 5 and 6 where it is 1 in 200 and 900 feet between miles 12 and 13 where it is 1 in 300. On the Mehsána-Pátan section it is 1 in 400, except for 850 feet between miles 6 and 7 where it is 1 in 200. On the Patan-Wagrod section it is 1 in 150, on the Manund Road-Harij section, 1 in 200 and on the Chanasma-Bechraji section, 1 in 366, all in banking section.

Agreements and contract—

Agreement, dated the 17th June 1893 (called "the Mehsána Working Agreement"), *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Gaekwar's Mehsána railway

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 20th July 1908, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the construction by the Company of the Gaekwar's Kherálu-Dabhora railway.

Agreement, dated the 20th July 1908, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the construction by the Company of the Gaekwar's Manund Road-Harij and Chanasma-Bechraji railways.

Agreement, dated the 16th February 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying, as from the 27th March 1908 to the 26th March 1909, inclusive, the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 15th December 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines from the date of opening to public traffic up to and including the 22nd October 1910.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, for the continuance of the management, maintenance and working, from the 27th March 1909, of the Mehsána-Kheralu, Mehsána-Viramgam and Mehsána-Pátan railways, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 17th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Kherálu-Varetha (Taranga Hill) extension, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 3rd December 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines as from the 23rd October 1910, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Main provisions of agreements and contract—

(i) *Land.*—As under 2(*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge.)

(ii) *Government aid.*—The lines are the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and are managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Gaekwar's Mehsána railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Mehsána railway and the Manund Road-Harij and Chanasma-Bechraji railways are debited for maintenance and working expenses, including the cost of supervision and hire of rolling stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India railway system, and also with any single item of capital expenditure on "New minor works" costing Rs. 2,000 or less, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar; but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].— } As under 2(*c*), Petlad Cambay railway (Anand-Tarapur section 5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . . .	92·63	34,36,885	4,52,184	2,62,904	7·65	94	41·86
1906 . . .	92·63	42,78,388	4,20,777	2,24,124	5·25	87	46·74
1907 . . .	92·63	50,55,731	4,34,903	2,30,317	4·56	90	47·04
1908 . . .	130·21	52,16,404	4,55,749	1,93,036	3·70	88	57·64
1909 . . .	138·01	53,43,871	5,57,732	2,56,206	4·79	78	54·06
1910 . . .	138·00	55,89,610	6,30,415	3,13,759	5·61	88	50·25
1911 . . .	138·00	57,02,344	6,46,429	3,20,799	5·63	90	50·37
1912 . . .	138·00	57,16,157	6,61,472	3,36,647	5·89	92	49·11
1st qr. of 1913 .	138·00	57,23,067	1,58,077	86,374	1·51	86	45·36
1913-14 . . .	138·00	57,80,979	6,58,961	3,30,495	5·72	92	49·85
1914-15 . . .	152·72	66,46,657	7,07,195	3,37,010	5·07	96	52·35

2 (*j*) Jaipur State railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total	Grand total.
1	2	3	4	5
Sánganer to Nawai	10-11-05	33·18		
Nawai to Siwai-Mádhopur	17-10-07	40·66		
			73·84	
TOTAL OPEN MILEAGE	...	...		
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Jaipur to Reengus (sanctioned on 12th December 1913)	...	36·00		
Reengus to Sikar (sanctioned on 15th October 1914)	...	30·97	66·97	
GRAND TOTAL	...	...	...	139·81

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 250, except for 4 miles and 1,080 feet at the beginning of the line where it is 1 in 200.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Jaipur State railway (3′ 3⅜″ gauge)—*concld.*

Agreement—

Agreement, dated the 11th September 1906, *between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Jaipur State railway.

Railway Board's letter No. 1310 R.T., dated the 30th October 1907, as to the payment of rebate to the Jaipur Durbar.

Main provisions of agreement—

(i) *Land.*—Provided by the Jaipur Durbar at the cost of capital.

(ii) *Government aid.*—The line is the property of the Jaipur Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Company as part of its railway system. By way of rebate the Government allow out of their share of the net earnings of the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge) (outside the contract between the Secretary of State and the Bombay, Baroda and Central India Railway Company), a sum up to 10 per cent of the net earnings of the main line from traffic interchanged with the Jaipur State railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent per annum on the capital expenditure incurred.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
Excluding the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Jaipur State railway is debited for maintenance and working expenses, including the cost of supervision and use of rolling-stock, with the same percentage of the gross earnings of the Jaipur State railway as the total expenditure incurred on the entire Bombay, Baroda and Central India railway system bears to the earnings of that system, and also with any single item of capital expenditure not exceeding Rs. 2,000, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on that system. The balance in favour of or against the Jaipur Durbar is paid over to, or by, it as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Jaipur Durbar and, in the absence of any special agreement between them, to conform, as far as may be, to those generally in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)
(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
After 2 years from the date of opening (*viz.*, the 17th October 1907) of the Jaipur State railway the agreement may be determined by either party giving to the other 12 calendar months' notice expiring on the 30th September or 31st March of any year.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . . .	32·18	13,20,421	12,299	6,779	0·51	52	44·88
1906 . . .	32·18	14,77,188	68,943	36,617	2·48	41	46·89
1907 . . .	72·84	23,42,013	97,734	49,708	2·12	46	49·14
1908 . . .	72·84	24,01,041	1,16,415	49,648	2·07	31	57·35
1909 . . .	72·84	24,02,410	1,44,902	68,820	2·86	38	52·51
1910 . . .	72·84	24,03,971	2,14,761	1,10,290	4·59	57	48·65
1911 . . .	72·84	24,09,763	2,70,084	1,33,743	5·55	71	50·48
1912 . . .	72·84	24,09,763	3,13,550	1,58,641	6·58	83	49·40
1st qr. of 1913 .	72·84	24,12,332	96,233	52,137	2·16	102	45·82
1913-14 . .	72·84	24,74,723	3,12,429	1,57,262	6·25	82	49·66
1914-15 . . .	72·84	36,40,371	2,94,050	1,40,235	3·85	78	53·31

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (l)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Pálanpur-Deesa railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Palanpur to Deesa	8-11-93	17·28	17·28

Details of construction—

Permanent-way.—The permanent-way consists of 40-lb. flat-footed iron rails, except in station yards and the first 3 miles of the line which are laid with 41½-lb. steel rails. The rails are laid on Denham-Olpherts' plate, cast iron pot, and still dish cover sleepers.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

Letter from the Government of India, Public Works Department, No. 352 R.C., dated the 25th March 1892, to the Government of Bombay;
Letter from the Under Secretary of State for India, No. 682, dated the 18th May 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;
Letter from the Board of Directors, Bombay, Baroda and Central India Railway Company, No. 611, dated the 20th May 1892, to the Under Secretary of State for India;
Letter from the Under Secretary of State for India, No. 920, dated the 22nd June 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;
Letter from the Government of Bombay, No. 1643, dated the 19th August 1892, to the Government of India, Public Works Department;
} as to the construction, management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Pálanpur-Deesa railway as a part of the Rajputana-Malwa railway.

Contract, dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company, revising*, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Main provisions of contracts—

(i) *Land.*—Provided free of cost by the Pálanpur Durbar.

(ii) *Government aid.*—The railway is owned jointly by the Government and the Pálanpur Durbar, and the former provide any further open line capital funds. It was constructed and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(iii) *Terms of working.*—The railway is debited with a share of the general working expenses of the Bombay, Baroda and Central India Railway Company's system in proportion to the gross earnings of the Pálanpur-Deesa railway.

(iv) *Distribution of profits.*—The net earnings, after deducting the working expenses as in (iii) above, in any half-year, are to be divided between the Government and the Pálanpur Durbar in proportion to the capital provided by each, after excluding (so long as the line remains a 3′ 3⅜″ gauge one) from the Government capital the sum of Rs. 25,117 the extra expenditure incurred in providing a 5′ 6″ gauge sub-structure.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As under 2 (*f*), Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*—
(ix) *Term of contract.*—
} The agreement is co-terminous with the Company's contract with the Secretary of State for working the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge), unless it be decided to extend the railway in which case it will be open to the Government to terminate the working arrangement on giving the Company 6 months' notice.

APPENDIX 1—*contd.*

History of railways constructed and in progress,

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (l)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.		Gross earnings.	Net earnings.		Percentage of *net* earnings on total capital outlay given in columns (3) and (4).		Interest on Government capital.	Gain or loss to Government *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
		Contributed by the Pálanpur Durbar.	Contributed by Government.		Attributable to the Durbar.	Attributable to Government.	On capital contributed by the Durbar.	On capital contributed by Government.				
1	2	3	4	5	6	7	8	9	10	11	12	13
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1893	17·28	1,85,000	1,78,953	4,436	1,335	1,110	0·72	0·62	5,371	−4,261	33	44·88
1894	17·28	1,85,000	2,14,601	37,544	11,365	11,781	6·14	5·49	8,783	+2,998	42	38·35
1895	17·28	1,85,000	2,15,374	38,182	11,333	11,512	6·13	5·35	8,378	+3,134	42	40·17
1896	17·28	1,85,000	2,32,746	51,629	14,101	15,072	7·62	6·48	9,149	+5,923	57	43·49
1897	17·28	1,85,000	2,33,264	43,264	10,883	12,243	5·88	5·25	9,305	+2,938	43	46·55
1898	17·28	1,85,000	2,33,264	38,199	10,334	11,633	5·59	4·99	9,331	+2,297	43	42·51
1899	17·28	1,85,000	2,33,264	44,628	12,102	13,618	6·54	5·84	9,330	+4,288	50	42·37
1900	17·28	1,85,000	2,33,264	47,669	12,636	14,218	6·83	6·10	9,380	+4,888	53	43·67
1901	17·28	1,85,000	2,33,264	36,805	9,375	10,548	5·07	4·52	9,330	+1,218	41	45·87
1902	17·28	1,85,000	2,36,786	33,690	8,329	9,521	4·50	4·02	9,408	+113	37	47·01
1903	17·28	1,85,000	2,37,069	29,734	7,141	8,121	3·86	3·45	9,432	−1,251	33	48·47
1904	17·28	1,85,000	2,37,069	29,185	7,280	8,340	3·94	3·52	9,474	−1,134	32	46·48
1905	17·28	1,85,000	2,37,069	35,178	9,469	10,848	5·12	4·58	9,472	+1,376	39	42·25
1906	17·28	1,85,000	2,39,155	40,154	9,862	11,376	5·33	4·76	9,531	+1,845	45	47·11
1907	17·28	1,85,000	2,39,155	42,061	10,266	11,878	5·55	4·97	7,223	+4,655	47	47·35
1908	17·28	1,85,000	2,47,156	45,680	9,097	10,728	4·92	4·34	8,213	+2,515	51	56·60
1909	17·28	1,85,000	2,45,700	53,323	11,757	14,034	6·36	5·71	8,259	+5,775	59	51·68
1910	17·28	1,85,000	2,45,700	58,152	13,663	6,291	7·39	6·63	8,216	+8,975	65	48·49
1911	17·28	1,85,000	2,45,700	52,775	11,949	14,248	6·46	5·80	8,332	+5,916	59	50·36
1912	17·28	1,85,000	2,45,700	51,837	11,891	14,177	6·43	5·77	8,400	+5,777	58	49·71
1st qr. of 1913	17·28	1,85,000	2,45,700	14,813	3,677	4,384	1·99	1·78	2,089	+2,295	63	45·56
1913-14	17·28	1,85,000	2,45,700	57,919	13,258	15,808	7·17	6·43	8,324	+7,484	64	49·84
1914-15	17·28	1,85,000	2,45,700	61,406	13,328	15,892	7·20	6·47	8,598	+7,294	68	52·42

2 (*l*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Vijapur to Kálol	10-6-02	29·44	
Kálol to Kadi	13-7-03	11·93	
Kadi to Bhoyani Road	1-4-12	4·74	
TOTAL	...	...	46·11

Details of construction—

Permanent-way.—21 miles are laid with 41¼-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with stone and kunker.

Fencing.—Only station yards and 11·07 miles of the Vijapur-Kálol section are fenced.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Vijapur-Kalol-Kadi railway (3′ 3½″ gauge)—*concld.*

Details of construction—*concld.*

Curves.—The radius of the sharpest curve is 3,820 feet on the Vijapur-Kadi section and 1,910 feet on the Kadi-Bhoyani Road section.

Gradients.—The ruling gradient is 1 in 150 between Vijapur and Kadi and 1 in 200 between Kadi and Bhoyani Road.

Agreements and contract—

Agreement, dated the 23rd November 1903, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Vijapur-Kálol-Kadi railway.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying as from the 1st July 1908 to the 30th June 1909, inclusive, the agreement of the 23rd November 1903.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, for the continuance of the management, maintenance and working, from the 1st July 1909, of the Vijapur-Kálol-Kadi railway, subject to further modifications of the agreement of the 23rd November 1903.

Agreement, dated the 17th June 1913, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Kadi-Bhoyani extension, subject to further modifications of the agreement of the 23rd November 1903.

Main provisions of agreements and contract—

As noted under 2 (*i*), Gaekwar's Mehsana railway (3′ 3½″ gauge), with the exception that charges for repairs or renewals of way, works and stations on the Kadi-Bhoyani extension, due to defective design or construction of the extension or to defective materials used in the works constructed, are to be paid for by the Durbar.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . . .	41·37	13,19,586	87,131	50,496	3·83	40	42·05
1906 . . .	41·37	13,24,825	95,660	50,648	3·82	44	47·05
1907 . . .	41·37	13,05,631	1,14,340	60,246	4·61	53	47·31
1908 . . .	41·37	13,12,260	1,20,643	51,999	3·96	56	56·90
1909 . . .	41·37	13,08,388	1,17,211	56,498	4·32	54	51·80
1910 . . .	41·37	13,29,176	1,32,202	68,019	5·12	61	48·55
1911 . . .	41·37	15,14,964	1,25,891	67,582	4·46	63	50·27
1912 . . .	46·11	15,63,509	1,34,917	69,346	4·37	58	49·35
1st qr. of 1913 .	46·11	15,61,365	34,340	18,961	1·22	58	45·52
1913-14 . . .	46·11	15,71,787	1,45,014	72,768	4·63	60	49·82
1914-15 . . .	46·11	16,02,858	1,63,126	77,712	4·85	68	52·36

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (l)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*m*) Bilimora-Kalamba railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Bilimora to Bankuwa	23-7-14	13·42		
Bankuwa to Unai	22-1-15	12·90	26·32	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Unai to Kalamba (sanctioned on 5th July 1911)	...	8·66	8·66	
Grand total ...	...	...	...	34·98

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on sal sleepers.
Ballast.—The line is ballasted with sand and moorum.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 1,432 feet radius.
Gradients.—The ruling gradient is 1 in 150.

Agreement—

Dated the 23rd October 1914, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company,* as to the management, maintenance and working of the Bilimora-Kalamba railway.

Main provisions of agreement—

(i) *Land.*—
(ii) *Government aid.*— } As noted under 2 (*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).
(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Company works the Bilimora-Kalamba railway at actual cost, *plus* a sum equal to 10 per cent of the total working expenses, but not less than Rs. 300 per mensem in the half-year for superintendence. The railway is also debited with a contribution from its net earnings to the Company's Provident Fund, calculated on the same basis as obtains on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.
(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).
(vii) *Power of the Durbar to determine agreement.*— } The agreement may be terminated at any
(viii) *Power of the Company to determine agreement.*— } time on one year's notice from either side, to expire on the 30th September or 31st March in any year.
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1914-15 ...	26·32	13,43,373	19,648	5,974	0·44	32	69·59

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head (2)}}{\text{Sub-heads } (a) \text{ to } (i)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*a*) Broach-Jambusar railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Broach to Jambusar	23-11-14	29·78	29·78

Details of construction—

Permanent-way.—The line is laid with second-hand 41¼-lb. flat-footed steel rails, partly on sal and partly on half-round jungle wood sleepers.

Ballast.—The line is being ballasted with sand.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 603·8 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Main provisions of contracts— This line is a branch of the Bombay, Baroda and Central India railway and is worked under the contracts noted under 2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay including suspense, to end of the year, *i. e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to the year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.				Rs.	
1914-15	29·78	18,28,601	21,756	11,069	0·83	41,525	—30,456	40	49·12

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total
1	2	3	4	5
Chandod-Dabhoi—Masar Road section—				
Chándod to Dabhoi	15-4-79	10·62		
Dabhoi to Goya Gate	1-7-80	17·09		
Goya Gate to Vishvámitri	24-1-81	1·63		
Vishvámitri to Pádra	1-7-97	7·14		
Pádra to Mobha	10-7-03	9·30		
Mobha to Masar Road	1-11-04	6·48		
			53·07	
Jarod extension—				
Dabhoi to Jarod	15-11-13	23·83		
			23·83	
Bodeli extension—				
Dabhoi to Sankheda Bahadarpur	17-9-79	9·64		
Sankheda Bahadarpur to Bodeli	16-6-90	12·77		
			22·41	
Miyagam branch—				
Dabhoi to Miyágám	8-4-73	20·00		
			20·00	
Malsar extension—				
Miyágám to Malsar	15-1-12	23·67		
			23·67	
TOTAL OPEN MILEAGE	...	...	...	141·98
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Jarod to Samlaya (sanctioned on 9th April 1913)	...	5·35		
Motipura to Tankhala (sanctioned on 25th February 1914)	...	24·67		
Gantoli to Songir (sanctioned on 25th February 1914)	...	2·49		
Masar Road to Jambusar (sanctioned on 26th March 1914)	...	7·22		
Samlaya *via* Savli, to Timba (sanctioned on 24th April 1914)	...	33·24		
			72·97	
GRAND TOTAL	...	...	...	72·97
				214·95

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (i)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*c*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there is still about one mile of 28-lb. iron rails in the road. Miyagam-Malsar section is laid with 30-lb. rails on wooden sleepers.
Ballast.—The line is ballasted chiefly with sand.
Fencing.—The line is practically unfenced except in station yards.
Curves.—The sharpest curve is of 500 feet radius.
Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

Agreement and contract—

Agreement, without date, having effect from the 1st January 1897, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, by the Company, of the Dabhoi railway.
Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, mainten ance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajpu tana-Malwa and other subsidiary lines.

Main provisions of agreement and contract—

(i) *Land.*— } As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section)
(ii) *Government aid.*— } (5′ 6″ gauge).

(iii) *Terms of working.*— } The Company works the Dabhoi railway at actual cost, *plus* a sum equal
(iv) *Distribution of profits.*— } to 10 per cent of total working expenses, but not less than Rs. 500 per mensem, in the half-year for superintendence; the railway is also debited with a contribution from its net earnings to the Company's Provident Fund calculated on the same basis as obtains on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*— } As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).
(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Durbar to determine agreement.*— } The agreement may be terminated at any time
(viii) *Power of the Company to determine agreement.*— } on one year's notice from either side to expire on the 30th September or 31st March in any year.

(ix) *Term of contract* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	94·49	24,72,909	3,72,467	2,04,004	8·25	76	45·23
1906	94·48	24,75,537	3,94,617	1,78,665	7·22	80	54·75
1907	94·48	25,62,795	4,69,515	2,62,120	10·23	95	44·17
1908	94·48	25,94,874	4,66,069	2,44,536	9·42	95	47·53
1909	94·48	25,99,530	4,96,182	2,81,313	10·84	101	43·43
1910	94·48	31,41,668	5,95,304	3,46,177	11·01	121	41·85
1911	94·48	37,35,219	6,22,720	3,59,443	9·62	127	42·28
1912	118·15	42,85,146	6,07,931	3,31,817	7·73	100	45·50
1st qr. of 1913	118·15	34,52,586	1,57,000	71,910	2·08	102	54·20
1913-14	141·98	42,78,401	6,67,271	3,37,708	7·71	101	49·40
1914-15	141·98	47,94,372	6,91,539	3,27,126	6·82	94	52·70

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*p*) Kosamba-Zankhvav railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Kósambá to Zankhvav	1-5-12	26·12		
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Zankhvav to Bardipada (sanctioned on 23rd March 1914) . .	...	22·57	26·12 22·57	
GRAND TOTAL .	...	...	...	48·69

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. steel rails laid on jarrah and half-round jungle teak sleepers.

Ballast.—Metal ballast has been provided between stations and sand ballast in station yards.

Fencing.—No fencing has been provided.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 200 with short lengths of 1 in 150, 1 in 125 and 1 in 100.

Agreement—

This line is the property of the Baroda Durbar. It was constructed, and is being maintained and worked by the Bombay, Baroda and Central India Railway Company under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912 .	26·12	12,27,218	12,999	—11,207	...	14	186·21
1st qr. of 1913 .	26·12	12,69,586	6,152	— 4,272	...	18	169·42
1913-14 . .	26·12	12,79,032	25,382	—12,545	...	19	149·42
1914-15 . .	26.12	13,07,064	25.234	—14,379	...	19	156·98

2 (*q*) Petlad-Vaso railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total	Grand total.
1	2	3	4	5
Petlad to Vaso	10-12-14	15·50	15·50	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Vaso to Pihij (sanctioned on 25th June 1914)	...	3·48	3·48	
Grand total ...	...	...	...	18·98

Details of construction—

Permanent-way—The line is laid with 30-lb. flat-footed steel rails on wooden sleepers.

Ballast—For the present the line is packed with moorum ballast.

Fencing.—The line is unfenced, except in station yards.

Curves.—The sharpest curve is of 361 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Agreement—

Dated the 17th November 1914, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Petlad-Vaso railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*q*) Petlad-Vaso railway (2′ 6″ gauge)—*concld.*

Main provisions of agreement—

As noted under 2 (*m*), Bilimora-Kalamba railway (2′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i. e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1914-15 ...	15·50	6,71,440	9,293	2,116	0·32	38	77·23

2 (*r*) Rajpipla State railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ankleswar to Raj-Pardi	1-7-97	19·03	
Raj-Pardi to Umalla	19-1-99	4·95	
Umalla to Amletha	1-6-99	7·85	
Amletha to Nándod	20-7-99	5·54	
TOTAL.	...	...	37·37

Details of construction—

Permanent-way.—The line is laid with 41½-lb. flat-footed steel and iron rails on half-round jungle teak sleepers.

Ballast.—The line is ballasted chiefly with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Agreement and contract—

Agreement, dated the 19th March 1900, *between the Rajpipla State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance and working of the Rajpipla State railway.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

Main provisions of agreement and contract—

(i) *Land.*—Provided free of cost by the Rajpipla State.

(ii) *Government aid.*—The line is the property of the Rajpipla State (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India railway as part of the Company's system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Rajpipla State railway is debited with the actual cost of working *plus* a sum equal to 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) in the half-year for supervision; and in addition thereto a contribution from its net earnings to the Company's Provident Fund calculated on the basis of the Bombay, Baroda and Central India railway Provident Fund rules 6, 7 and 8. The balance in favour of, or against, the Rajpipla State is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.— } As under 2 (*o*), Gaekwar's Dabhoi rail way (2′ 6″ gauge).

(vii) *Power of the Rajpipla State to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be determined by either party, at the end of any financial half-year on one year's notice from either side.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*concld.***

2 (r) Rajpipla State railway (2′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . . .	37·37	13,04,522	62,017	28,194	2·16	32	54·54
1906 . . .	37·37	13,04,867	67,137	33,326	2·49	35	51·55
1907 . . .	37·37	13,51,350	80,183	42,229	3·17	41	46·59
1908 . . .	37·37	13,53,352	81,259	27,483	2·03	42	66·18
1909 . . .	37·37	13,61,118	83,439	28,888	2·12	43	65·38
1910 . . .	37·37	13,64,149	1,02,324	41,189	3·02	53	59·75
1911 . . .	37·37	13,90,221	1,23,490	54,836	3·94	64	55·59
1912 . . .	37·37	13,90,293	1,19,151	44,460	3·20	61	62·69
1st qr. of 1913 .	37·37	14,13,435	43,567	24,677	1·75	90	43·36
1913-14 . .	37·37	14,13,501	1,29,663	45,365	3·20	67	65·01
1914-15 . .	37·37	14,29,469	1,28,585	49,678	3·48	66	61·37

2 (s) Bodeli-Chhota Udaipur railway (2′ 6″ gauge)—

Sanction to the construction of this line by the agency of the Bombay, Baroda and Central India Railway Company, on behalf of the Baroda and Chhota Udaipur Durbars, was conveyed in Railway Department (Railway Board) Notification No. 25, dated the 2nd February 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bodeli to Chhota Udaipur (sanctioned on 2nd February 1915)	....	22·65	22·65

2 (t) Navsari-Kamrej Light railway (2′ 6″ gauge)—

Sanction to the construction of this steam tramway by the Baroda Durbar was conveyed in the Foreign and Political Department letter No. 185-1-B., dated the 4th February 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Navsari *via* Palsana to Kamrej (sanctioned on 4th February 1914)	....	20·00	20·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

BOMBAY PORT TRUST RAILWAY (5′ 6″ gauge).

The railway serves all the Docks of the Port of Bombay and also the Bunders on the east of the Island north of the Ballard Pier, as well as various depôts allotted to certain trades, and is used for goods and troop traffic only.

It consists of a double line track for its whole length, as well as of reception and sorting yards, depôts stations, and numerous sidings in the docks.

Sanction to the construction of this line by the Bombay Port Trust was conveyed in Railway Board's Notification No. 152, dated the 28th May 1913, and at the end of March 1915, 50 miles of track were laid and connected up.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Wadala Junction to Victoria Overbridge	1-1-15	4·00	
Victoria Overbridge to Docks	1-2.15	2·00	
" Total	...	...	6·00

Details of construction—

Permanent-way.—The tracks are laid throughout with 75-lb. flat-footed steel rails on wooden sleepers principally jarrah, teak and sâl with spike connections.

Ballast.—As the greater part of the railway is laid on newly reclaimed ground, moorum ballast is being used extensively for packing and boxing, and will be used until such time as it is considered that a firm formation has been obtained. On old ground blue stone trap ballast is being provided. Over several parts of the Sewri-Mazagon reclamation it was found necessary to carry the rails on wooden mattresses owing to severe settlement. The largest mattress is 900 feet long.

Fencing.—The line is being fenced where necessary.

Curves.—The radius of the sharpest curve is 800 feet outside the dock area and 500 feet within the docks.

Gradients.—The steepest grade on the line is 1 in 150, near the Nawab Tank bridge.

Contract—

Main provisions of contract— } Nil. The line is owned and worked by the Bombay Port Trust.

Statistics of working—Not available.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

CALCUTTA PORT COMMISSIONERS' RAILWAY (5' 6" gauge)—

The railway serves the godowns, warehouses, jetties, workshops, jute, sugar, tea, rice and grain depôts, timber yards, mills and coal depôts on both the Calcutta and Howrah Foreshores, and is used for goods traffic only. The railway consists of a single track, but there are a large number of sidings for crossing trains and loading goods.

The first section, from Chandpal Ghât to Kidderpore Docks, was laid in 1886, being included in the general sanction for the Docks, and was used solely for the carriage of material for the construction of the Docks. It was opened to general goods traffic in 1891.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Lines on the Calcutta Foreshore—				
Main line—				
Cossipore (Gun Foundry Road) to Bagh Bazar	1-6-78	1·14		
Bagh Bazar to Meerbohur Ghât	1-11-75	1·76		
Meerbohur Ghât to Jetties	1-6-78	0·84		
Jetties to Chandpal Ghât	1-12-80	0·32		
Chandpal Ghât to Kidderpore Docks (Graving Dock)	1-1-87	2·16		
Graving Dock to Chetla	0-0-93	3·20		
			9·42	
Branches—				
Graving Dock to Majherat	0-0-93	2·24		
Dock Junction to Bengal-Nagpur railway junction	0-0-01	1·35		
			3·69	
Line on the Howrah Foreshore—				
Telkul Ghât *vid* Bhurpara Khal to Shalimar	31-12-01	...	2·23	
TOTAL	...	...	...	15·34

Details of construction—

Permanent-way.—The Cossipore-Chandpal Ghât section is laid with steel rails weighing 75 lbs. to the yard on wooden sleepers. The Chandpal Ghât-Kidderpore Dock section is laid partly with new rails on wooden sleepers and partly with East Indian railway second-hand material on wooden sleepers. The Shalimar branch is laid with 75-lb. double-headed steel rails on cast iron chairs and flanged rails spiked on sâl sleepers. The Dock section is laid with 60-lb. and 75-lb. flanged and double-headed rails laid on wooden sleepers.

Ballast.—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Dock section is packed with brick ballast. On the Shalimar branch, packing is done with 1st class *jhama* ballast.

Fencing.—The line is fenced throughout. The Chandpal Ghât-Kidderpore Dock section is fenced on both sides.

Curves.—The radius of the sharpest curve is 250 feet.

Gradients.—The ruling gradient on the greater part of the railway is 1 in 300, except where the line crosses the Howrah bridge approach, where the gradient is 1 in 82 and between Hastings bridge and Watgunge where the gradient is 1 in 190.

Contract—

Nil. The line was constructed by the Port Commissioners out of Port Trust Funds and is maintained and worked by them. The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners by Government for which the former pay a quit rent of Rs. 37,292 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred by Government to the Commissioners.

Statistics of working—Not available.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. **EASTERN BENGAL RAILWAY SYSTEM—**

The lines owned by the late Eastern Bengal Guaranteed Railway Company were acquired by the State on the 1st July 1884, with which the Northern Bengal State and the Calcutta and South Eastern railways were amalgamated for working by the State as one undertaking under the name of the Eastern Bengal State railway.

Date of registration of the late guaranteed company.—1857.

Lines comprised in the system.—The Eastern Bengal railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Eastern Bengal railway (5′ 6″ gauge)	559·96	...	559·96
(*b*) Eastern Bengal railway (3′ 3½″ gauge)	1,043·99	...	1,043·99
(*b*) Eastern Bengal railway (3′ 6″ gauge)	35·10	...	35·10
(*c*) Cooch Behar State railway (3′ 3½″ gauge)	38·09	...	38·09
(*d*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3½″ gauge)	55·22	...	55·22
(*e*) Sara-Serajganj railway (5′ 6″ gauge)	...	49·91	49·91
Total	1,727·36	49·91	1,777·27

Running powers—

Foreign line over home line :—

East Indian railway . { Naihati, *via* Kakurgachi Chord, to Majherat / Dum Dum Junction to Chitpore } for goods trains only . { 33·25 / 3·53 } = 36·78

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
EASTERN SECTION—					
Main line—					
Calcutta to Ranaghat	29-9-62	45·25			
Ranaghat to Poradaha Junction	15-11-62	57·55			
Poradaha Junction to Bhairamara	19-1-78	11·73			
Bhairamara to Shakhole (3 miles south of Gopalpur,)	1-1-15	14·22			
Shakhole (3 miles south of Gopalpur) to Santahar	1-11-14	44·63			
Branches—			173·38		
Kakurgachi chord—					
Kakurgachi Road to Gobra	1-2-07	2·26			
			2·26		
Chitpore branch—	25-8-73	*0·62			
	13-4-88	*0·12			
			0·74		
Chitpore Terminus extension—	1-3-03	*0·68			
Belgachhi bridge to Cossipore	1-9-03	*0·98			
			1·66		
Dum Dum-Chitpore low level connection—	10-12-13	*1·18			
	20-10-14	*1·66			* For goods traffic only.
			2·84		
Pattipooker-Chitpore connection	4-12-10	*1·17			
			1·17		
Murshidabad branch—					
Ranaghat to Bhagwangola	1-9-05	88·85			
Bhagwangola to Krishnapur	10-11-05	5·90			
Krishnapur to Lalgola Ghat	15-7-07	2·75			
			97·50		
Goalundo extension—					
Poradaha Junction to Jagati Junction	15-11-62	4·28			
Jagati Junction to mile 145·74	1-1-71	37·98			
	20-6-11	0·73			
Mile 145·74 to Pachooria Junction	1-4-90	3·16			
Pachooria Junction to Goalundo	22-10-98	5·00			
			51·10		
Kushtia loop—					
Jagati Junction to Kushtia	16-2-64	3·77			
Kushtia to Kaligunga Junction	1-8-81	1·33			
			5·10		
Faridpur branch—					
Pachooria Junction to Shivarampore	20-10-98	8·77			
Shivarampore to Faridpur	9-4-99	7·21			
			15·98		
Durgapur Ghat line—	1-7-07	4·51			
			4·51		
Fakirabad Ghat line	5-7-12	3·45			
			3·45		
Churni extension—	1-1-02	1·50			
			1·50		
TOTAL, EASTERN SECTION, CARRIED OVER	...	...	...	361·39	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$ **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (a) Eastern Bengal railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward, Eastern section	...	...	...	361·39	
SOUTHERN SECTION—					
Main line—					
Calcutta (Beliaghata) to Sonarpur	2-1-62	10·00			
Sonarpur to Baruipur	10-6-82	5·30			
Baruipur to Magra Hat	19-12-83	9·55			
Magra Hat to Diamond Harbour	24-4-83	12·69			
Diamond Harbour towards Hara Fort	25-4-83	0·42			
Junction with Eastern section	15-8-85	0·41			
			38·37		
Branches—					
Canning branch—					
Sonarpur to Champahati	2-1-62	5·00			
Champahati to Port Canning	15-5-63	12·79			
Bansra diversion extension	5-3-90 17-11-02	0·25 0·81			
Budge-Budge branch—			18·85		
Ballygunge to Budge-Budge	1-5-90	13·66			
			13·66		
TOTAL, SOUTHERN SECTION	...	...	...	70·88	
CENTRAL SECTION—					
Main line—					
Dum Dum Junction to Dattapukur	2-4-83	14·25			
Dattapukur to Gobardanga	7-12-83	17·00			
Gobardanga to Bongong	22-4-84	12·00			
Bongong to Khoolna	16-2-84	61·26			
			104·51		
Branches—					
Banaghat to Bongong	16-10-82	20·50			
Dum-Dum Cantonment to Pattipooker	1-8-04	2·68			
			23·18		
TOTAL, CENTRAL SECTION	...	...	...	127·69	
TOTAL OPEN MILEAGE	...	...	...	559·96	
QUADRUPLE LINE—					
On the main line of Eastern section—					
Kakurgachi to Dum Dum	1-2-07	3·13			
Dum Dum to Barrackpore	12-12-12	10·30			
Barrackpore to Kankinara	21-11-12	7·25			
			20·68		
				20·68	
TRIPLE LINE—					
On the main line of Eastern section—					
Naihati to Halishahar	11-11-14	1·69	1·69		
				1·69	
DOUBLE LINE—					
On the main line of Eastern section—					
Calcutta to Naihati	1-8-86 21-3-87	* 2·35 0·26			* Excluding the quadruple length
Naihati to Kanchrapara	20-4-92	†3·00			†Excluding the triple length.
Kanchrapara to Banaghat	12-11-92	17·56			
Banaghat to Aranghata	7-8-97	5·50			
Aranghata to Bogoola	17-9-97	6·75			
Bogoola to Shibnibash	3-11-97 17-11-98 29-11-09	6·65 0·75 0·15			
Shibnibash to Dursuna	17-9-97	9·50			
Dursuna to Poradaha	7-8-97 27-11-09	27·58 0·24			
Poradaha to Bhairamara	25-1-15	11·78			
Bhairamara to Ishurdi Junction	1-1-15	10·98			
Total carried over	...	...	103·20		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$ **. EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—*concld.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
DOUBLE LINE—*concld.*					
Brought forward .	...	...	103·20		
On the branches of Eastern section—					
Kakurgachi Chord—					
Kakurgachi to Gobra	1-2-07	2·26	2·26		
Chitpore branch, a portion	13-4-88	0·82	0·82		
Dum Dum-Chitpore low level connection . .	10-12-13 20-10-14	1·18 1·66	2·84		
Pattipooker-Chitpore connection	20-10-14	1·17	1·17		
Goalundo extension—					
Poradaha Junction to Jagati Junction . .	2-3-15	4·28	4·28		
On the main line of Southern section—					
Sealdah to Ballygunge	20-10-88 19-9-90	3·50 0·36			
Ballygunge to Jadabpur	10-10-13	1·35	5·21		
On the branches of Southern section—					
Budge-Budge branch—					
Ballygunge to Majherat	20-11-93	4·00	4·00		
Total double line .	...	...	...	123·78	

Details of construction—

Permanent-way.—The permanent-way consists mostly of steel rails and sleepers of wood and iron. The steel rails are of various types: (*i*) 90-lb. flat-footed laid on (*a*) the newly opened double tracks between Dum Dum Junction and Kankinara, (*b*) the up and down tracks between Kankinara and Santahar and Poradaha and Jagati, (*c*) the Murshidabad branch between Ranaghat and Krishnagar city, (*d*) the Pattipooker-Chitpore connection, (*e*) the low level line between Dum Dum and Canal Junction and (*f*) the whole of the Central section; (*ii*) 85-lb. bull-headed laid on (*a*) the original double line between Calcutta and Kankinara, (*b*) the newly opened double tracks between Dum Dum and Kakurgachi and (*c*) the up and down tracks between Kakurgachi and Majherat *vid* Tiljala; (*iii*) 75-lb. double-headed laid on the third track between Naihati and Halishahar; (*iv*) 75-lb. new pattern flat-footed laid on the Murshidabad branch between Krishnagar city and Lalgolaghat; (*v*) 73-lb. double headed laid on the Southern section between Beliaghata and Tiljala, Ballygunge and Diamond Harbour, Sonarpur and Canning and Majherat and Budge Budge; and (*vi*) second-hand 62-lb. flat-footed laid on the Churni Extension.

The line from Jagati Junction to Faridpur and Kustia loop are laid partly with 90-lb. flat-footed and partly with 75-lb. double-headed rails and the line from sub-way at Canal Junction Cabin to Chitpore, partly with 75-lb. double-headed and partly with 75-lb. flat-footed rails. A few short lengths near ghat stations at Goalundo are still laid with old iron permanent-way.

The wooden sleepers are laid under all flat-footed rails, Denham and Olphert's ordinary sleepers, with wooden sleepers at joints and continuous joint pattern combined chair-fish plates, and Denham and Olphert's cast iron sleepers, with wooden sleepers and cast iron chairs with wooden keys at joints, under 85-lb. bull-headed rails, ordinary cast iron and Denham and Olphert's cast iron sleepers, under 75-lb. double-headed rails, and both Denham and Olphert's cast iron sleepers and wooden sleepers, under 73-lb. double-headed rails.

Ballast.—On the main line of the Eastern section, from Bhairamara to Shakhole, the line is ballasted with broken trap and onward to Santahar with shingle. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone. The ballast on the lengths relaid with 90-lb. rails is also being gradually replaced with stone. The bottom ballast on the Murshidabad branch is brick and the ballasting is being completed with stone. The Canning branch and the Faridpur branch are practically unballasted.

Fencing.—The whole of the Eastern section is fenced, except between Pachooria Junction and Goalundo and the Faridpur branch. The Southern section is fenced except the Canning branch. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient over approaches to bridges on navigable channels is 1 in 300; elsewhere it is 1 in 1,000.

Contracts.—

Nil.—The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares for goods and coaching traffic.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$ **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (a) Eastern Bengal railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1888, will be found in Appendix 38 to the Report for 1907).—

INCLUDES THE EASTERN BENGAL RAILWAY 3′ 3½″ AND 2′ 6″ GAUGE SECTIONS, 3 (*b*).

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888 .	673·21	9,36,48,486	1,05,19,210	55,25,424	5·90	28,83,744	20,11,031	+ 6,30,649	283	47·47
1889 .	746·40	9,75,16,143	1,11,76,674	61,91,625	6·36	30,18,703	20,48,958	+ 11,23,969	282	44·60
1890 .	763·90	10,04,93,109	1,14,78,382	60,70,323	6·04	30,96,150	18,14,110	+ 11,60,063	271	47·12
1891 .	776·57	10,19,64,737	1,26,75,440	65,32,100	6·40	32,01,166	19,48,198	+ 13,82,736	294	48·47
1892 .	812·35	10,48,66,143	1,15,56,446	62,33,727	5·94	33,53,707	21,86,396	+ 6,93,624	270	46·06
1893 .	812·71	10,56,47,715	1,20,51,147	66,35,138	6·28	33,86,241	22,14,254	+ 10,32,643	283	44·94
1894 .	812·96	10,61,71,400	1,40,15,726	83,53,559	7·87	34,72,411	25,21,063	+ 23,60,085	314	40·40
1895 .	813·65	10,76,16,616	1,45,09,739	89,74,474	8·34	35,12,105	25,10,875	+ 29,51,494	328	38·15
1896 .	814·39	11,02,05,096	1,50,81,670	90,02,286	8·17	35,15,387	23,46,898	+ 31,40,001	344	40·31
1897 .	817·88	11,51,93,689	1,47,62,233	80,66,993	7·00	37,20,343	22,13,488	+ 21,33,212	336	45·33
1898 .	827·37	11,82,79,103	1,47,17,879	83,25,064	7·05	38,62,725	21,01,651	+ 23,70,688	334	43·37
1899 .	832·18	12,20,74,261	1,56,12,436	83,01,083	6·80	39,79,133	20,33,534	+ 22,88,416	348	46·81
1900 .	843·04	12,62,77,100	1,71,00,460	92,46,424	7·32	41,82,033	20,87,252	+ 29,77,139	376	45·93
1901 .	854·39	13,24,19,708	1,65,99,440	83,08,281	6·27	43,55,321	20,93,467	+ 18,59,493	360	49·93
1902 .	898·18	14,04,06,863	1,78,93,098	91,48,310	6·52	46,69,423	20,88,413	+ 23,90,504	381	48·83
1903 .	897·87	15,21,86,102	1,81,52,329	88,57,694	5·82	50,13,335	20,87,434	+ 17,56,325	375	51·20
1904 .	971·31	16,55,23,769	1,94,63,098	88,23,372	5·33	54,62,375	20,87,434	+ 12,39,966	374	54·67
1905 .	1,234·98	19,08,88,052	2,03,73,194	96,19,904	5·04	59,23,924	20,87,434	+ 16,08,546	348	52·78
1906 .	1,271·29	20,38,66,593	2,16,31,081	1,06,08,661	5·24	68,54,092	20,87,434	+ 16,67,135	360	50·93
1907 .	1,273·61	21,54,21,452	2,65,68,569	1,03,15,781	4·79	63,94,610	20,87,434	+ 18,33,737	389	61·17
1908 .	1,274·47	22,87,26,095	2,73,15,420	81,99,705	3·58	70,30,092	20,87,474	− 9,18,421	412	69·98
1909 .	1,503·09	24,27,44,601	2,77,24,064	97,10,666	4·00	73,15,941	20,87,434	+ 3,07,291	355	64·97
1910 .	1,507·73	25,55,91,026	2,83,74,562	1,16,98,257	4·58	75,34,551	20,87,434	+ 20,76,272	366	58·77
1911 .	1,509·62	27,11,51,904	3,15,19,633	1,17,55,233	4·33	79,48,531	20,87,434	+ 17,19,268	402	62·70
1912 .	1,569·83	29,00,69,252	3,43,33,589	1,39,49,687	4·81	84,00,069	20,87,434	+ 34,53,184	429	59·40
1st qr. of 1913. .	1,571·68	27,69,63,503	89,52,207	34,79,977	1·26	21,70,558	5,21,859	+ 7,87,560	438	61·13
1913-14 .	1,581·43	32,69,88,602	3,75,42,065	1,66,52,016	5·09	1,04,87,669	20,87,434	+ 40,76,943	460	55·64
1914-15 .	1,639·05	35,01,65,002	3,32,49,234	1,14,97,784	3·28	1,12,22,488	20,87,434	− 18,12,188	401	65·42

3 (*b*) Eastern Bengal railway (3′ 3½″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Manihari Ghat to Katihar	1-4-87	22·30			
Junction with the Bengal and North-Western railway at Katihar.	8-3-01	0·69			
Katihar to Rayganj	1-7-89	37·49			
Rayganj to Dinagepore	15-3-88	32·68			
Dinagepore to Chirir Bandar	16-5-84	8·75			
Chirir Bandar to Parbatipur Junction	1-7-88	10·01			
Parbatipur Junction to Shampur	19-5-78	15·74			
Shampur to Rungpore	2-7-78	7·50			
Rungpore to Kannia	1-6-79	11·35			
*Kaunia to Mogalhat (including Teesta Bridge)	1-4-01	17·19			* The line between Teesta Junction and Mogalhat was originally opened on the 2′ 6″ gauge as a part of the Kaunia-Dharlla (2′ 6″ gauge) branch on 6th February 1882. † Used for goods traffic only from 5th March 1915.
Mogalhat to Gitaldaha Junction	2-1-02	1·86			
Gitaldaha to Golakganj	23-9-02	24·91			
Golakganj to Kokrajhar	1-2-06	35·75			
Kokrajhar to Sorbhog	1-3-09	39·78			
Sorbhog to Amingaon (on the right bank of the Brahmaputra).	1-4-09	67·27			
Pandu (on the left bank of the Brahmaputra) to Gauhati.	1-1-10	5·00	*		
			338·02		
Sara-Siliguri section—					
Sara to Santahar	19-1-78	51·50†			
Santahar to Jalpaiguri	28-8-77	121·50			
Jalpaiguri to Siliguri	10-6-78	23·85			
			196·85		
Total carried over	...	...	...	534·87	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*b*) Eastern Bengal railway (3' 3¼" gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	...	534·87	
Santahar-Kaunia loop—					
Santahar to Bogra	1-4-99	24·56			
Bogra to Mohimaganj	5-4-00	23·02			
Mohimaganj to Bonarpara	1-8-00	4·60			
Bonarpara to Kaunia	7-7-05	44·47			
			95·59		
Dacca section—					
Narayanganj to Dacca	4-1-85	10·25			
Dacca to Jaydebpur	1-8-85	20·10			
Jaydebpur to Gafargaon	1-8-85	32·50			
Gafargaon to Mymensingh	1-8-85	23·52			
			86·37		
* *Santrabari extension*—					* This line was originally on the 2' 6" gauge, but was converted to, and opened on, the 3' 3¼" gauge up to Raja Bhat Khawa from 13th April 1910 and up to Jainti from 1st May 1910.
South bank of Kaljani river to Alipur Duar . .	18-1-00	0·64			
Alipur Duar to Raja Bhat Khawa	5-4-00	9·97			
Raja Bhat Khawa to Jainti	1-2-01	9·18			
			19·79		
Branches and extensions on the Main line					
Kosi branch—					
Katihar to Kasba	1-4-87	22·10			
Kasba to Forbesganj	1-7-89	37·97			
Forbesganj to Jogbani	15-2-09	7·40			
			67·47		
Godagari extension—					
Katihar to Godagari	1-1-09	108·80			
			108·80		
Kissengunge branch—					
Barsoi to Kissengunge	15-12-92	35·11			
			35·11		
Dhubri branch—					
Golakganj to Dhubri	23-9-02	13·60			
			13·60		
Tangla extension—					
Rangiya to Tangla	1-3-12	24·32			
			24·32		
Branch on the Santahar-Kaunia loop—					
Singhjani branch—					
Bonarpara to Fulchhari (on the right bank of the Brahmaputra).	1-9-00	8·25			
Bahadurabad (on the left bank of the Brahmaputra) to Singhjani.	18-8-12	26·21			
Kandirpara Ghat line	6-11-14	5·90			
			40·36		
Branch on the Santrabari extension—					
Dalsingpara branch—					
Raja Bhat Khawa to Kalchini	1-4-12	7·34			
Kalchini to Hasmara	1-4-13	6·66			
Hasmara to Dalsingpara	15-1-14	3·71			
			17·71	509·12	
GRAND TOTAL OPEN MILEAGE . .	...	...	...	1,043·99	
DOUBLE LINE—					
Teesta Junction to Lalmonirhat	1-9-14	7·29			
			7·29		

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails and wooden sleepers, with the following exceptions :—

The lines from Manihari Ghat to Katihar, mile 237½ to Jogbani and Golakganj to Dhubri, the Santrabari extension and the Bahadurabad-Singhjani section, including Kandripara Ghat line, are laid with 41¼-lb. flat-footed steel rails. Nine miles of Dacca section are laid with 64-lb. double-headed and the remainder, with 62-lb. flat-footed second-hand steel rails. On the Tangla extension, the Dalsingpara branch and in certain station yards of the Dacca section the rails are second-hand 41¼-lb. flat-footed.

Ballast.—The whole of the line, except the portions from Golakganj Junction to Dhubri, Forbesganj to Jogbani, Rangiya to Tangla, Raja Bhat Khawa to Dalsingpara and Singhjani to Fulchhari, is ballasted or shortly to be ballasted. The ballast is brick, stone or shingle.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (c)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*b*) Eastern Bengal railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Fencing.—The whole of the 3′ 3⅜″ gauge lines are fenced, except the sections Santahar to Kaunia, Bonarpara to Fulchhari, Barsoi to Kissengunge, Forbesganj to Jogbani, Golakganj to Dhubri, the Santrabari extension, Rangiya to Tangla, Raja Bhat Khawa to Dalsingpara and Dacca to Mymensingh, the Gauhati extension and the Singhjani-Fulchhari extension. On the unfenced sections the station yards are usually fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient on the 3′ 3⅜″ gauge section is 1 in 200 which occurs at the approaches of large bridges and fairly frequently and for long lengths on the Gauhati extension where there are also short lengths of 1 in 100 and 1 in 128 between Pandu station and Gauhati. On the Santrabari extension and on the section from Raja Bhat Khawa to Kalchini the ruling gradients on the last few miles near the hills are 1 in 100, and 1 in 150, respectively, but there is a small length of 1 in 50 between Buxa Road and Jainti.

Contracts—

Nil.—The line is owned and worked by the State.

Statistics of working.—

Included with 5′ 6″ gauge section, 3 (*a*).

3 (*b*) Eastern Bengal railway (2′ 6″ gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2′ 6″ gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3′ 3⅜″ gauge and now forms part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ranaghat-Krishnagar branch—			
Aistala Ghat (right bank of the Churni river) near Ranaghat to Krishnagar .	5-4-99	20·25	
Teesta-Kurigram branch—			
Teesta Junction to Kurigram	18-7-81	14·85	
TOTAL . .	...	...	35·10

Details of construction—

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pynkado and sâl.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted and the Teesta-Kurigram branch is not ballasted.

Fencing.—No lines on the 2′ 6″ gauge are fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200.

Contracts—

Nil.—The line is owned and worked by the State.

Statistics of working.—

Included with 5′ 6″ gauge section, 3 (*a*).

3 (*c*) Cooch Behar State railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Gitaldaha to Manshahi Junction	15-9-98	18·31		This line was originally on the 2′ 6″ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge up to Cooch Behar from 14th February 1910 and up to the end of the Native State section from 1st May 1910.
Manshahi Junction to the town of Cooch Behar . .	15-12-98	3·22		
Torsa Bridge	16-5-00	0·11		
Cooch Behar to temporary Alipur Duar (Kholta)	15-4-99	10·96		
Temporary Alipur Duar (Kholta) to the South Bank of the Kaljani river.	18-1-00	0·49		
TOTAL . .	...	...	33·09	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*c*) Cooch Behar State railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 41½ lbs. per yard, laid on sâl sleepers.
Ballast.—The line is laid without ballast, but arrangements are being made to ballast it.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 25th February 1907, having effect from the 1st January 1907, *between the Secretary of State and His Highness the Maharaja of Cooch Behar*, as to the management, maintenance and working of the Cooch Behar State railway by the Eastern Bengal railway.

Main provisions of agreement—

(i) *Land.*—
(ii) *Government aid.*— } The railway is the property of the Cooch Behar Durbar, which provides all funds not contemplated in clause 2 of the agreement required for the completion and equipment of the line from time to time, and it is managed, maintained and worked by the agency of the Eastern Bengal railway.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance and working, the Eastern Bengal railway retains 40 per cent of the gross earnings: provided that when the stock of the Eastern Bengal railway is used for the conveyance of any traffic on the Cooch Behar State railway, the Eastern Bengal railway retains up to, but not exceeding, 45 per cent of the gross earnings obtained from the use of such stock. The remainder, being the net earnings of the Branch, is paid over to the Durbar.

(v) *Rates and fares.*—The Administration of the Eastern Bengal railway has full control over the rates and fares on the Cooch Behar State railway, subject to the maxima and minima prescribed by the Government of India in schedule A appended to the agreement (certain station to station rates applicable after the opening of the Dharlla bridge are prescribed in schedule B to the agreement).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails are conveyed in accordance with rules in force on State railways. There is no special provision in the agreement for the carriage of troops, high Government officials and Government stores.
(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Cooch Behar Durbar to determine agreement.*— } Terminable on the expiry of six months' notice from either side.
(ix) *Term of agreement.*—Until determined under (vii) and (viii).

Statistics of working (Those for the periods prior to 1905 will be found in appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	Rs.	Rs.		Rs.		
1905 . .	33·60	14,82,893	1,48,488	86,233	5·82	85	41·20	
1906 . .	33·60	14,87,786	1,68,754	77,815	5·23	97	53·89*	*The increase in 1906 and 1907, and the decrease in 1909, are chiefly due to the cost of repairs of damages caused by floods in 1906, which were originally debited to Revenue in 1906 and 1907 having been written back to capital in 1909. † The increase is due chiefly to the debit to Revenue of the cost of repairs of flood damages.
1907 . .	33·60	15,20,857	1,79,263	91,484	6·01	103	48·97*	
1908 . .	33·60	15,17,033	1,96,254	1,14,833	7·57	112	41·45	
1909 . .	33·60	17,71,553	1,91,077	1,39,144	7·85	109	27·17*	
1910 . .	33·27	20,45,637	2,03,510	1,08,939	5·28	118	46·91†	
1911 . .	33·09	19,08,477	2,61,711	1,18,360	6·20	152	45·23	
1912 . .	33·09	19,30,869	2,71,097	1,46,019	7·56	157	46·13	
1st qr. of 1913.	33·09	19,49,585	77,277	41,562	8·52	180	46·34	
1913-14 .	33·09	20,22,791	3,00,374	1,63,806	8·05	175	45·46	
1914-15 .	33·09	20,50,061	2,69,264	1,41,749	6·91	156	47·36	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*d*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3½″ gauge)—

Date of registration of the Company.—9th June 1899.

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services. The new Singhjani-Fulchhari extension, starting at Singhjani, a station on this line, links it with the Northern section of the Eastern Bengal railway at Fulchhari.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mymensingh to Singhjani	15-10-98	33·32	
Singhjani to Jagannathganj	15-10-99	21·90	
TOTAL	...	...	55·22

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on sál sleepers.

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,685 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Agreements and contract—

Agreement, dated the 6th January 1897 (called the preliminary agreement) } *between the Secretary of State and the India General Steam Navigation Company* (called the Old Company), as to the construction, management, maintenance and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.
Contract, dated the 6th January 1897 (called the scheduled contract) }

Agreement, dated the 3rd October 1899, (supplemental to the preliminary agreement and scheduled contract of 1897), *between the India General Steam Navigation Company* (called the Old Company) and Messrs. W. H. Cheetham, C. C. Kilburn, and A. Pointon, merchants, the liquidators thereof, *the India General Navigation and Railway Company* (called the New Company), *and the Secretary of State*, as to the substitution, as from the 1st July 1899, of the New Company for the Old Company as a party to the preliminary agreement and the scheduled contract, respectively, and for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway Head Office from Calcutta to London.

Main provisions of agreements and contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—For the more convenient and economical construction of the railway its execution was undertaken by the Government, who also stock, manage, maintain and work it through the agency of the Eastern Bengal railway. The Government agree to allow to the Company, in respect of each calendar year, by way of rebate, such a sum not exceeding in any year the net earnings from traffic interchanged between the Eastern Bengal railway system and the Company's railway only, as shall together with the Company's net earnings for the year, make up 3½ per cent. per annum, on the actual capital expenditure on the branch, (Mymensingh is to be considered a station on the Eastern Bengal railway system, and cross traffic passing over the Company's line when booked through between stations on the Dacca-Mymensingh section and other stations on the Eastern Bengal railway is not to be taken into account in calculating rebate).

(iii) *Terms of working.*— } For management, maintenance, working and the use of rolling-stock,
(iv) *Distribution of profits.*— } the Eastern Bengal railway retains 45 per cent. of the gross earnings of the branch; the remainder, being the net earnings, is paid over to the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. **EASTERN BENGAL RAILWAY SYSTEM—*concld.***

3 (*d*) Mymensingh Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(v) *Rates and fares.*—To be arranged between the Government and the working agency, subject to the condition that they are to be within the maxima and minima, and that the classification of goods is to be in conformity with that in force on the Eastern Bengal railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Government to determine contract.*—Government may determine the contract on 12 months' notice either on—

(*a*) the 31st December 1919, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the amount of the average yearly net earnings, not including rebate payments, derived by the Company from the branch railway during the three years immediately preceding the time at which the contract is determined, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such total capital expenditure; or

(*b*) on the 31st December 1948, in which case the Government undertake to pay to the Company a sum equal to the total capital expenditure in rupees.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Eastern Bengal railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs	Rs.		Rs.		
1898 .	38·07	10,44,638	7,660	4,213	0·40	...	4,213	0·40	27	45·00	*The increase is due to the expenditure incurred on terminals at Jagannathganj. †The increase is due to the expenditure incurred on diverting about 4 miles of main line near Bidyaganj. ‡The decrease is due to the write-back of expenditure referred to in remark marked †.
1899 .	53·37	16,11,243	66,499	36,575	2·27	...	36,575	2·27	35	45·00	
1900 .	53·37	18,78,395	1,62,028	89,116	4·74	...	89,116	4·74	58	45·00	
1901 .	53·37	20,84,346	1,67,736	92,265	4·43	...	92,265	4·43	60	45·00	
1902 .	53·14	22,85,677	2,05,251	1,12,888	4·94	...	1,12,888	4·94	74	45·00	
1903 .	52·70	23,28,917	2,22,825	1,19,573	5·13	...	1,19,573	5·13	82	*46·34	
1904 .	51·37	22,51,113	2,21,168	1,18,336	5·03	...	1,18,336	5·03	81	*46·49	
1905 .	50·69	23,86,029	2,16,642	1,12,748	4·98	...	1,12,748	4·98	81	*45·19	
1906 .	53·22	24,15,248	2,72,929	1,50,030	6·21	...	1,50,030	6·21	108	*45·03	
1907 .	53·90	24,34,018	3,31,673	1,82,402	7·50	...	1,82,402	7·50	122	45·00	
1908 .	53·91	24,50,870	3 94,866	2,17,176	8·86	...	2,17,176	8·86	141	45·00	
1909 .	54·55	24,64,174	3,80,917	2,09,504	8·43	...	2,09,504	8·43	134	45·00	
1910 .	55·51	25,31,451	3,78,228	2,08,025	8·22	...	2,08,025	8·22	133	45·00	
1911 .	55·22	25,72,135	3,96,262	2,17,944	8·47	...	2,17,944	8·47	137	45·00	
1912 .	55·22	26,27,077	3,96,790	2,18,235	8·31	...	2,18,235	8·31	138	45·00	
1st qr. of 1913.	55·22	26,46,049	99,227	54,575	2·06	...	54,575	2·06	138	45·00	
1913-14.	55·22	26,39,250	5,11,305	2,57,198	9·74	...	2,57,198	9·74	†49·70		
1914-15.	55·22	26,53,778	5,12,412	3,05,846	11·50	...	3,05,846	11·50	178	†40·31	

3 (*e*) Sara-Serajganj railway (5′ 6″ gauge)—

Date of registration of the Company—1913.

The construction of this line by the Eastern Bengal railway on behalf of a Branch Line Company was sanctioned in Railway Board's Notification No. 277, dated the 10th October 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ishardi to Serajganj (sanctioned on 10th October 1913)	...	49·21	49·21

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.
Secretary.—Charles W. Young, Esq.
Offices.—28-30, Nicholas Lane, London, E. C.
Date of registration of the old guaranteed company.—1849.

Lines comprised in the system.—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) East Indian railway (5′ 6″ gauge)	2,449·63	46·66	2,491·69
(*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)	191·64	14·81	206·45
(*c*) South Bihar railway (5′ 6″ gauge)	79·19	...	79·19
(*d*) Jind-Panipat railway (Native State Section) (5′ 6″)	...	28·80	28·80
Total	2,716·46	89·67	2,806·13

Running powers—

Home line over Foreign lines :—

	Miles.
Idgah Agra to Agra Fort, Bombay, Baroda and Central India (3′ 3½″ gauge) railway, for goods trains only	1·24
Naihati to Majherat, Eastern Bengal railway } for goods trains only	31·25
Canal Junction to Chitpore „ „ „ } for goods trains only	1·75
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand railway, for certain passenger trains only	10·00
Idgah Agra to Agra Cantonment, Great Indian Peninsula railway, for goods trains only	1·46
Total	45·70

Foreign lines over Home line :—

Bengal-Nagpur railway at Katni }	0·30
„ „ „ at Katrasgarh } for passenger and goods trains	0·66
„ „ „ at Asansol }	0·50
„ „ „ at Howrah, for passenger trains only	1·00
Great Indian Peninsula railway at Cawnpore, for passenger trains 0·97 mile and for goods trains 0·52 mile	1·49
„ „ „ at Katni, for goods trains only	0·33
„ „ „ at Manikpur } for passengor and goods	0·83
North Western and Oudh and Rohilkhand railways, Ghaziabad to Delhi } trains. ...	13·00
Total	17·96

4 (*a*) East Indian railway (5′ 6″ gauge)—

The lines owned by the late East Indian Guaranteed Railway Company were purchased by the State in 1879, and all the contracts then subsisting between the Secretary of State and the company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000, and it was provided that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000) constitute the present East Indian Railway Company. Since the purchase certain State and Companies' branch lines were incorporated in the undertaking.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Howrah to Hooghly	15-8-54	23·28		
Hooghly to Pundooah	1-9-54	14·31		
Pundooah to Khana Junction	3-2-55	26·85		
Khana Junction to Raneegunge	3-2-55	45·71		
Raneegunge to Siarsol (near Asansol)	21-7-63	1·70		
Siarsol (near Asansol) to Sitarampur	1-1-65	15·15		
Sitarampur to Luckeeserai Junction	1-1-71	124·59		
Luckeeserai to Dinapore	17-11-62	82·42		
Dinapore to Moghal Sarai	22-12-62	125·57		
Moghal Sarai to Mirzapur	1-1-64	39·28		
Mirzapur to South Bank, Jumna	4-4-64	52·95		
Jumna Bridge to Allahabad	15-8-65	2·70		
Allahabad to Cawnpore	3-3-59	119·47		
Cawnpore to Etawah	1-7-61	86·46		
Etawah to Shikohabad	13-11-61	34·39		
Shikohabad to Tundla Junction	1-4-62	23·92		
Tundla Junction to Aligarh	1-3-63	48·56		
Aligarh to Chola (Bulandshahr Road)	1-4-64	35·54		
Chola to Delhi (South Bank, Jumna)	1-8-64	41·29		
Delhi Terminus	1-1-67	1·78		
			954·92	
Loop line—				
Khana Junction to River Adjai	3-10-58	19·00		
River Adjai to Sainthia	3-2-59	25·12		
Sainthia to Tinpahar	15-10-60	76·13		
Tinpahar to Bhagalpur	1-11-61	69·15		
Bhagalpur to Jamalpur	10-2-62	33·03		
Jamalpur to Kiul	17-11-62	28·00		
			250·42	
Carried over	...	...	...	1,205·34

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$ · **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	1,205·84	
Grand Chord—					
Sitarampur to Barakar	1-1-65	3·43			
Barakar to Dhanbaid	20-5-94	25·75			
Dhanbaid to Paharpur	1-1-07	103·69			
Paharpur to Manpur	15-8-06	17·42			
Gya to Moghal Sarai	1-8-09	126·11			
			278·40		
Branches on the Main line—					
*Tarkessur branch**—					*This line was constructed by the Tarkessur railway Company and worked by the East Indian Railway Company, under an agreement, up to the 31st December 1914. It was acquired by the State and incorporated with the East Indian railway on the 1st January 1915.
Sheoraphuli to Tarkessur.	1-1-85	22·21			
			22·21		
Bhadreswar branch—					
Bhadreswar Junction to the river bank	6-12-82	2·60			
			2·60		
Naihati branch—					
Bandel Junction to Naihati	15-3-87	4·47			
			4·47		
Bandel Barharwa branch—					
Bandel Junction to Nabadwip	1-4-12	40·50			
Nabadwip to Katwa	15-5-12	24·25			
Katwa to Jangipur Road	1-5-13	65·91			
Jangipur Road to Dhulian Ganges	1-2-13	17·24			
Dhulian Ganges to Barharwa	19-1-11	17·72			
			165·62		
Ondal-Sainthia Chord—					
Ondal to Sainthia	1-1-07	43·91			
			43·91		
Ondal loop—					
Ondal to Baboisole	1-5-64	2·03			
Baboisole to Mangalpur	1-1-63	2·74			
Mangalpur to Toposi	2-2-63	2·35			
Toposi to Ikrah Junction	15-4-94	2·42			
Ikrah Junction to Gaurangdi	1-6-95	14·16			
Gaurangdi to Rupnarainpur	30-3-95	7·54			
			31·54		
Toposi-Barabani Chord—					
Toposi to mile 3·79 towards Barabani	15-6-08	3·79			
			3·79		
Ikrah branch—					†This line was constructed on the 3′ 3½″ gauge and worked by Messrs. Burn and Co. of Calcutta up to the 30th June 1911. It was acquired by the State and incorporated with the East Indian railway on the 1st July 1911 and converted to the 5′ 6″ gauge on the 13th September 1913.
Ikrah Junction to Barabani	15-4-94	8·40			
Barabani to Sitarampur	15-4-02	6·98			
			15·38		
Salanpur branch—					
Salanpur to Shamdi	7-9-94 1-1-97	4·29 1·24			
			5·53		
Giridih branch—					
Madhupur Junction to Giridih	1-1-71	26·70			
			26·70		
Deoghur branch†—					
Jasidih Junction to Baidyanathdhan	23-12-82	4·12			
			4·12		
Mokameh Ghat branch—					‡This line was constructed by the State and worked by that agency up to 1882. It was made over to the East Indian Railway Company to be worked, under an agreement, on the 1st January 1883 and incorporated with the East Indian railway on the 1st July 1892.
Tal Junction, *via* Mokameh Ghat, to Mokameh Junction.	1-5-83	3·70			
			3·70		
Patna Ghat branch—					
Patna to Patna Ghat	17-11-62	0·87			
			0·87		
Patna-Gya branch‡—					
Bankipore Junction to Bankipore	2-6-79	0·25			
Bankipore to Jehanabad	21-4-79	28·95			
Jehanabad to Gya	2-6-79	28·48			
			57·68		
Digha Ghat branch—					
Bankipore Junction to Digha Ghat	2-4-85	5·53			
			5·53		
Tari Ghat branch§—					§This line is the old Dildarnagar-Ghazipur State railway which was incorporated with the East Indian railway on the 1st January 1889.
Dildarnagar Junction to Tari Ghat	5-10-80	12·00			
			12·00		
Benares chord—					
Dihwa Block hut to Bechupur (Oudh and Rohilkhand railway.)	14-5-10	1·18			
			1·18		
Jubbulpore branch—					
Naini Junction to Jubbulpore	1-8-67	224·49			
			224·49		
				909·72	
Carried over	...	...	...	2,115·06	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (a) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	2,115·06	
Allahabad Fort branch	3-3-59	2·33	2·33		
Cawnpore city branch	15-2-79	0·88	0·88		
Shikohabad-Farukhabad branch—					
Shikohabad to Mainpuri	1-3-05	29·71			
Mainpuri to Bhongaon	17-8-05	8·63			
Bhongaon to Farukhabad	1-1-06	27·61	65·95		
Agra branch—					
Tundla Junction to Jumna bridge	1-4-62	13·35			
Jumna bridge to Agra city (Agra direct access.)	1-1-08	1·64	14·99		
Hathras branch—					
Hathras Junction to Hathras Kilah	1-11-98	5·58	5·58		
Hapur branch—					
Khurja to Hapur	15-4-07	38·81	38·81		
Branches on the loop line—					
Azimganj branch—*					*This line was constructed by the Indian Branch (afterwards Oudh and Rohilkhand) Railway Company as a 4′ gauge line. It was purchased by the State on the 31st March 1872, incorporated with the East Indian Railway on the 1st April 1892 and opened on the 5′ 6″ gauge on the 15th July 1892.
Naihati to Azimganj	21-12-63	27·23	27·23		
Rajmehal branch—					
Tinpahar Junction to Rajmehal	15-10-60	7·00	7·00		
Sakrigali branch—					
Sakrigali Junction to the river Ganges	1-1-94	1·45	1·45		
Mirza Chowki branch—					
Mirza Chowki to the river side	1-3-09	0·20	0·20		
Bhagalpur Bausi branch—					
Bhagalpur to Mandar Hill	1-10-11	31·55	31·55		
Sultangunge Ghat branch—					
Sultangunge Junction to Sultangunge Ghat	6-5-95	1·16	1·16		
Monghyr branch—					
Jamalpur Junction to Monghyr	10-4-62	5·68	5·68		
Branches on the Grand Chord—					
Chanch branch—					
Chanch block hut to mile 197·30	1-2-93	2·88			
	5-8-96	1·00	3·88		
Pandra branch—					
Pandra block hut to mile 151·41	26-11-00	2·66	2·66		
Pradhankhunta-Pathardihi Chord—					
Pradhankhunta to Pathardihi	1-1-13	9·59	9·59		
Katras branch—					
Dhanbaid to Katrasgarh	20-5-94	9·11	9·11		
Damuda branch—					
Kasunda to Jharia	30-6-95	4·60			
Jharia to Pathardihi	30-6-95	3·40			
	15-7-96	1·77	9·77		
Jharia branch—					
Dhanbaid to Jharia	1-5-08	3·75	3·75		
Kasunda Tetulmari link—					
Kasunda to Totulmari (including portion of Chandar branch).	20-4-07	3·15	3·15		
Katras-Khanoodih extension—					
Katrasgarh to Khanoodih	7-3-03	7·17	7·17		
Katras-Mulkera cross connection—					
Northern half of connection	15-8-03	0·66	0·66		
Barun-Daltonganj branch—					
Sone East Bank (Barun) to Rajhara	3-5-02	67·30			
Rajhara to Daltonganj	15-12-02	10·72	78·02		
				330·57	
Total open mileage carried over	...	...	...	2,445·63	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward.	...	...	...	2,445·63	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Toposi-Barabani chord—					
3·79 miles from Toposi to Barabani (sanctioned on 28th May 1913).	...	6·41			
Howrah-Burdwan direct line—					
Saktigar near Burdwan to Kamarkundu (sanctioned on 27th May 1913).	...	37·80			
Allahabad Fort branch—					
Extension to Daraganj (sanctioned on 23rd November 1914.)	...	1·85	46·06		
				46·06	
GRAND TOTAL	...	...	...	2,491·69	
SEXTUPLE LINE—					
Howrah station to Bengal-Nagpur railway Junction cabin	1-1-08	0·85	0·85		
				0·85	
QUADRUPLE LINE—					
Bengal-Nagpur Railway Junction cabin to Lillooah	1-1-07	2·08			
Serampore to Sheoraphuli	26-6-13	1·50	3·58		
				3·58	
TRIPLE LINE—					
Uttarpara to Serampore	3-6-12	6·05			
Sheoraphuli to Baidyabati	18-9-13	0·87			
Debipur to Boinchee	1-1-08	2·62			
Raneegunge to Asansol	22-7-07	11·05	20·59		
				20·59	
DOUBLE LINE—					
On the main line—					
Lillooah to Uttarpara	10-3-57	* 3·07			*Excluding the triple length.
Sheoraphuli to Chandernagore	1-2-58	* 5·82			
Chandernagore to Hooghly	1-5-58	3·04			
Hooghly to Magra	1-10-58	5·49			
Magra to Pundooah	25-2-59	8·82			
Pundooah to Burdwan	1-10-59	* 26·07			
Burdwan to Khana	1-1-59	3·16			
Khana to Durgapur	1-6-70	31·35			
Durgapur to Raneegunge	2-9-70	14·36			
Raneegunge to Sitarampur	19-12-70	* 5·55			
Sitarampur to Luckeeserai	1-1-71	124·59			
Luckeeserai to Burhee	22-6-60	9·82			
Burhee to Barh	22-2-68	27·10			
Barh to Futwah	11-1-68	25·87			
Futwah to Dinapore	20-3-67	19·03			
Dinapore to Bihta	13-8-68	10·84			
Bihta to Arrah	28-3-70	13·64			
Arrah to Buxar	13-8-68	42·63			
Buxar to Dildarnagar	15-4-82	22·47			
Dildarnagar to Zamania	20-5-82	8·42			
Zamania to Sakaldiha	20-9-82	16·17			
Sakaldiha to Moghal Sarai	10-8-82	11·40			
Moghal Sarai to Ahraura Road	10-8-07	7·23			
Ahraura Road to Kylahat	8-12-06	4·95			
Kylahat to Chunar	29-12-08	5·22			
Chunar to Dagmagpur	19-2-09	4·91			
Dagmagpur to Pahara	27-2-09	4·91			
Pahara to Jhingura	16-1-08	4·61			
Jhingura to Mirzapur	6-8-07	6·76			
Mirzapur to Bindhachal	6-7-11	4·56			
Bindhachal to Biroho	12-7-11	2·91			
Biroho to Gaipura	26-9-11	4·64			
Gaipura to Jigna	10-10-11	4·34			
Jigna to Mandah Road	16-11-11	5·24			
Mandah Road to Unchdih	30-11-11	5·07			
Unchdih to Meja Road	23-11-11	5·19			
Meja Road to Tonse bridge	26-10-11	3·24			
Tonse bridge to Bheerpur	10-4-11	3·58			
Bheerpur to Karchana	9-4-11	5·74			
Karchana to Chheoki	6-8-09	5·70			
Chheoki to Naini	31-1-07	1·08			
Naini to Allahabad	15-1-06 4-10-13	3·76 0·60			
Allahabad to Subadargunge	27-1-09	3·50			
Ghaziabad to Shahdara	20-2-02	8·13			
Shahdara to east side of Jumna bridge near Delhi	1-7-02	2·57			
East side of Jumna bridge to Delhi	6-3-13	3·24			
Carried over	...	...	556·68		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	556·68	...	...
DOUBLE LINE—*concld.*					
On the branches of the main line—					
Naihati branch	15-3-87 1-7-04	4·47	4·47		
On the Grand Chord—					
Sitarampur to Barakar	6-8-01	5·43			
Chanch to Mugma	29-9-05	3·78			
Mugma to Futka	20-1-06	3·16			
Futka to Kaloobathan	17-1-06	2·59			
Kaloobathan to Chhota Ambona	21-3-06	5·79			
Chhota Ambona to Pradhankhunta	17-10-05	3·68			
Pradhankhunta to Dhanbaid	20-3-06 1-7-06	5·01			
Gujhandi to Gurpa	11-3-07	13·62			
Gya to Kastha	30-4-14	4·93			
Ganj Khwaja to Moghal Sarai	4-5-14	3·14	51·13		
On the branches of the Grand chord—					
Portion of Jharia branch	1-1-04 26-9-12	0·17 1·45			
Lodna to Pathardihi	1-1-13	0·45	2·07		
GRAND TOTAL, DOUBLE LINE	...	...	...	614·35	

Details of construction—

Permanent-way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana Junction to Kiul, the Jubbulpore branch, Tarkessur branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Barun-Daltonganj branch, Agra branch, Shikohabad-Farukhabad, Bandel-Barharwa and Bhagulpur-Bausi branches are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both the up and down roads of the main line from Howrah to Allahabad, a distance of about 564 miles, the rails are 85-lb. bull-headed with the exception of a few lengths aggregating 307·50 miles laid with 88½-lb. bull-headed rails, and 2 short lengths of about 2 miles laid with 75-lb. double headed rails.

Above Allahabad the main line up to Fatehpur (mile 636) is laid with 85-lb. bull-headed rails. The sections Fatehpur to Jhinjhak and Ghaziabad to Patpore are laid with 88½-lb. bull-headed rails. The rest of the main line and branches are laid with 75-lb. double-headed rails.

The Grand Chord line, is laid with 85-lb. rails, between Sitarampore and Gurpa, and with 88½-lb. bull-headed rails, between Gurpa and mile 325, near Pheasar (excepting a length of 5 miles) and between mile 375 (near Pusauli) and Moghal Sarai and on the newly opened down track between Gya and Kastha and Ganj Khwaja and Moghal Sarai. The remaining length is laid with 75-lb. double-headed rails.

The Deoghur and Tarkessur branches are laid with 75-lb. double-headed rails and the Naihati branch, with 88½-lb. bull-headed rails.

As at present laid, about thirty per cent of the sleepers are wooden and the remainder iron. The wooden sleepers principally consist of sâl and deodar; but of late jarrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham-Olpherts' pattern and weigh about 252 lbs. each.

Ballast.—The line, with the exception of the Barharwa-Bandel branch, is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damoodur, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Barun-Daltonganj, Shikohabad-Farukhabad, Barharwa-Bandel, Bhagalpur-Bausi and Deoghur branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia chords.

Curves.—The sharpest curve is of 1,000 feet radius and situate between Agra (Jumna Bridge station) and Agra City station.

Gradients.—The ruling gradient on the main line is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord, 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient on the Tarkessur branch, is 1 in 500, on the Shikohabad-Farukhabad branch is 1 in 400, on the Daltonganj branch, 1 in 333, on the Patna-Gya and Digha Ghat branches, 1 in 250. On the Bandel-Barharwa branch, the Loop line, the Monghyr branch, the Ondal-Sainthia Chord, the Bhagalpur-Bausi branch, the Khurja-Hapur branch and the Jubbulpore branch, it is 1 in 200; on the Azimganj branch, 1 in 100, and on the Deoghur branch 1 in 50.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Contracts and agreement—

Contract, dated the 22nd December 1879 (called the principal contract) *between the Secretary of State and the East Indian Railway Company*, as to the maintenance, management and working of the undertaking.

Agreement, dated the 27th July 1882, *between the Secretary of State and the East Indian Railway Company*, as to the working of the Kurhurbaree and Serampore collieries.

Contract, dated the 10th November 1893 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the incorporation in the undertaking of certain State branch lines.

Contract, dated the 26th February 1896 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the raising of capital by debentures.

Contract, dated the 22nd November 1897 (supplemental to the contracts of 1879 and 1896), *between the Secretary of State and the East Indian Railway Company*, as to the construction and working of the Moghal Sarai-Gya railway.

Contract, dated the 4th April 1899 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the creation of debenture stock.

Contract, dated the 14th November 1899 (modifying the contract of the 22nd December 1879 as supplemented by the contracts of 1896 and 1899), *between the Secretary of State and the East Indian Railway Company.*

Contract, dated the 16th April 1903 (supplemental to the contracts of 1899, and to those of 1879, 1896 and 1899 therein referred to), *between the Secretary of State and the East Indian Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Contract, dated the 10th July 1907 (supplemental to the contracts of 1879, 1899 and 1903), *between the Secretary of State and the East Indian Railway Company*, as to the creation of a 3½ per cent Debenture stock.

Contract, dated the 25th October 1911, *between the Secretary of State, the Deoghur Railway Company and the East Indian Railway Company*, as to the transfer to the Secretary of State of the Deoghur railway and its management, maintenance and working by the East Indian Railway Company as a part of the undertaking.

Contract, dated the 10th June 1914, *between the Secretary of State and the East Indian Railway Company*, as to the adoption of the Government Financial year for the preparation of accounts.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest in sterling at 4 per cent per annum on £6,550,000, the capital sum representing the deferred portion (one-fifth) of the annuity payable by Government in purchase of the East Indian railway. Also guarantee of principal and interest in respect of debentures and debenture stock issued by the Company.

(iii) *Distribution of profits.*—The surplus profits in each half-year remaining after payment of interest and annuity charges, and the contribution to the Provident Fund, to be divided as follows:—

Of the first Rs. 25,00,000 of such surplus profits (or of the whole amount when it does not exceed Rs. 25,00,000) the Government to receive four-fifths and the Company one-fifth; of any excess beyond Rs. 25,00,000 the Government to receive fourteen-fifteenths and the Company one-fifteenth.

(iv) *Rates and fares.*—Maximum and minimum rates and fares to be authorised, and the classification of passengers and goods to be prescribed, by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed on same general conditions, and at rates (to be approved by the Government) not less than those in force for the time being for similar services on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be from time to time approved by the Government.

(vi) *Power of the Government to determine contract.*— } By the contract of the 14th November 1899 the
(vii) *Power of the Company to surrender contract.*— } Government and the Company mutually agree that they will not determine the contract dated the 22nd December 1879 before the 31st December 1919. On that date, or at the end of any succeeding fifth year thereafter, either party may determine the contract by giving two years' previous notice. (On the determination of the contract the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.)

(viii) *Term of contract* [*if not determined under* (vi) *and* (vii)].—50 years from 1st January 1880.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for 1879 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1880.	1,504·25	34,18,12,052	4,29,45,116	2,84,66,874	8·33	1,96,03,398*a*	...	17,72,690	70,90,786	549	33·71
1881.	1,506·75	34,67,27,455	4,54,11,472	3,06,38,827	8·84	30,27,492	1,72,92,000	20,63,867	82,55,468	578	32·53
1882.	1,506·77	34,83,42,743	4,71,17,594	2,94,15,386	8·44	31,83,022	1,72,92,000	17,88,073	71,52,291	601	37·57
1883.	1,509·46	35,02,20,413	4,94,67,085	3,08,77,691	8·82	33,68,151	1,75,10,887	19,99,731	79,98,922	630	37·58
1884.	1,509·46	35,34,09,667	4,38,38,714	2,70,76,204	7·66	34,79,206	1,77,35,384	11,72,323	46,89,291	558	38·24
1885.	1,514·99	35,61,22,471	4,63,86,889	2,97,35,295	8·35	36,22,093	1,79,65,714	16,29,502	65,17,986	589	35·90
1886.	1,514·86	35,80,42,570	4,66,70,853	3,02,20,962	8·44	37,84,444	1,89,50,137	14,97,276	59,89,105	591	35·25
1887.	1,513·36	35,85,11,962	4,60,65,661	3,09,98,517	8·65	38,48,886	1,92,13,333	15,87,259	63,49,039	583	32·71
1888.	1,513·45	35,82,32,469	4,54,36,902	3,00,27,370	8·38	38,60,374	2,03,43,530	11,64,693	46,58,773	567	33·91
1889.	1,525·44	35,98,56,817	4,49,57,901	2,91,14,970	8·09	39,98,237	2,09,60,000	8,31,347	33,25,386	557	35·24
1890.	1,525·44	36,00,54,709	4,34,39,355	2,95,24,546	8·20	39,95,919	2,03,43,530	10,37,019	41,48,078	538	32·03
1891.	1,525·44	35,94,69,179	4,94,83,230	3,56,54,312	9·92	37,33,297	1,86,94,054	26,45,392	1,05,81,569	615	27·95
1892.	1,610·27	36,51,42,775	4,88,55,105	3,48,16,719	9·54	37,25,754	2,06,47,164	20,83,760	83,55,041	587	29·73
1893.	1,610·73	37,17,65,626	5,08,44,654*b*	3,60,94,233	9·71	41,26,889	2,34,46,760	17,04,125	68,16,499	584	29·01
1894.	1,664·11	37,50,81,624	5,26,89,485	3,64,26,405	9·71	43,37,988	2,43,39,582	15,39,767	61,59,068	604	30·87
1895.	1,700·19	38,08,79,764	5,41,50,856*c*	3,78,34,726*c*	9·93	45,73,671	2,61,01,132	14,29,076	57,30,845	603	30·13
1896.	1,701·11	38,54,11,272	5,40,69,142*d*	3,67,77,682*d*	9·54	46,90,562	2,58,59,455	12,45,783	49,81,932	597	31·98
1897.	1,705·09	39,06,36,442	5,88,28,013	4,14,93,460	10·46	48,20,238	2,47,34,406	23,87,763	95,51,053	649	29·47
1898.	1,712 25	40,98,39,605	5,97,96,060	4,08,07,269	9·96	50,46,514	2,32,64,533	24,99,244	99,96,978	658	31·76
1899.	1,710·67	42,96,85,477	6,35,45,974	4,26,60,018	9·93	54,63,902	2,21,46,516	30,09,920	1,20,39,680	697	32·87
1900.	1,840·32	44,54,88,809	6,84,74,972	4,47,15,571	10·04	60,18,054	2,15,60,963	18,09,104	1,53,27,450	708	34·70
1901.	1,838·04	45,95,76,136	7,03,96,636	4,57,13,311	9·95	65,46,878	2,16,82,360	18,51,450	1,56,32,623	733	35·06
1902.	1,923·35	47,43,55,297	6,77,38,713	4,29,80,883	9·06	70,34,492	2,16,46,868	16,19,965	1,26,79,508	687	36·55
1903.	1,935·11	48,80,34,496	6,99,72,700	4,64,35,793	9·51	74,46,371	2,16,15,000	18,24,961	1,55,49,461	692	33·64
1904.	1,932·87	50,26,09,029	7,59,71,544	5,06,03,115	10·07	80,23,978	2,16,15,000	20,64,276	1,88,99,861	749	33·39
1905.	1,972·30	52,58,72,727	7,50,47,139	4,82,21,979	9·17	86,75,860	2,16,15,000	18,62,075	1,60,69,044	738	35·74
1906.	2,165·04	54,79,28,490	8,02,50,910	4,87,53,855*e*	8·90	93,88,271	2,16,15,000	18,50,039	1,59,00,545	721*f*	38·65*f*
1907.	2,208·29	56,77,47,625	8,11,29,807	4,84,10,858*e*	8·53	1,01,66,204	2,16,15,000	17,75,310	1,48,54,344	673*f*	39·74*f*
1908.	2,213·18	58,74,01,148	8,28,51,108	4,44,26,132*e*	7·56	1,09,27,823	2,16,15,000	14,58,587	1,04,21,422	682*f*	45·80*f*
1909.	2,212·07	60,97,01,648	8,28,35,189*g*	4,77,90,981*e*	7·83	1,18,88,058	2,16,15,000	16,39,194	1,29,48,709	695*f*	41·78*f*
1910.	2,212·77	60,93,23,218	8,60,42,147	5,20,01,256*e*	8·54	1,18,60 704	2,16,15,000	19,01,703	1,66,23,849	722*f*	39·01*f*
1911.	2,265·86	62,98,94,930	9,22,36,385	5,59,09,018*e*	9·00	1,21,80,902	2,16,15,000	21,40,874	1,99,73,242	756*f*	38·87*f*
1912.	2,331·09	63,49,50,982	10,15,50,003	6,32,20,505*e*	9·96	1,26,5,172	2,16,15,000	25,95,333	2,63,35,034	810*f*	37·27*f*
1st qr. of 1913	2,359·40	64,01,66,586	2,58,22,008	1,49,21,537*e*	2·33	32,57,583	54,03,750	5,84,149	56,78,085	814*f*	41·77*f*
1913-14	2,424·20	66,70,44,170	10,26,92,832	6,13,38,002*e*	9·20	1,35,41,326	2,16,15,000	24,12,112	2,37,69,564	789*f*	39·81*f*
1914-15.	2,445·63	70,52,95,287	10,35,97,327	6,25,79,018*e*	8 87	1,48,99,653	2,16,15,000	24 04,291	2,36,60,074	796*f*	38·16*f*

Statistics of working of the Tarkessur railway before it was incorporated with the East Indian railway.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	22·23	17,98,615	3,26,715	1,55,221	8·63	282	52·49
1906	22·23	17,99,166	3,51,886	1,58,989	8·84	304	54·82
1907	22·23	17,99,776	3,56,243	1,58,366	8·80	307	55·55
1908	22·21	18,02,180	3,65,102	1,45,592	8·08	316	60·12
1909	22·21	18,02,130	3,63,681	1,62,007	8·99	315	55·45
1910	22·21	18,02,730	3,85,024	1,72,995	9·60	333	55·07
			3,71,362				
1911	22·21	18,04,706		1,66,988	9·25	322	55·03
1912	22·21	18,06,380	3,86,199	1,78,461	9·88	334	53·79
1st qr. of 1913	22·21	18,06,379	98,256	41,944	2 32	340	57·31
1913-14	22·21	18,06,344	3,56,757	1,58,053	8·75	309	55·70
April to December, 1914	22·21	18,05,878	2,65,490	1,12,219	6·21	306	57·73

a. Interest in 1880 includes annuity charges, which cannot be separated.
b. Includes arrear credits for substantial improvements, Rs. 10,49,128.
c. Includes Rs. 14,530 realised from Palmer's Trust Estate.
d. Excludes Rs. 1,000 paid to Mr. Patterson, Law Agent, as remuneration in respect of the amount realised from the Palmer's Trust Estate.
e. Excludes the annual rental paid to the South Bihar Railway Company together with interest on Government advances for the purposes of this railway.
f. Includes the South Bihar railway.
g. Includes arrear credits for substantial improvements, Rs. 26,19,763

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—

Chairman.—Alexander Izat, Esq., C.I.E.
Secretary.—E. A. Neville, Esq.
Offices.—237, Gresham House, Old Broad Street, London, E.C.
Date of registration of the Company.—25th January 1889.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line.—				
Delhi to Kalka	1-3-91	161·88		
Kaithal branch.—				
Thanesar to Kaithal	1-12-10	29·76		
Total open mileage	...	...	191·64	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.				
Panipat to mile 14·81 (sanctioned on 11th September 1913).	...	14·81	14·81	
GRAND TOTAL	...	...	...	206·45

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham-Olpherts' cast-iron plate and wooden sleepers with cast iron chairs. On the Kaithal branch 75-lb. flat-footed steel rails have been used.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,010 feet radius.

Gradients.—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Contracts—

Dated the 24th January 1889 (called the principal working contract), *between the Secretary of State and the East Indian Railway Company*, for working and maintenance.

Dated the 12th February 1889 (called the principal contract), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, for the construction of the railway.

Dated the 19th March 1890 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the raising of additional capital by the issue of debentures.

Dated the 19th December 1895 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, conceding to the Company, from the 1st January 1893, the 2 per cent of gross earnings previously retained by Government.

Dated the 21st July 1896 (supplemental to the contract of 1889), *between the Secretary of State and the East Indian Railway Company*, as to the provision of funds for further capital works.

Dated the 24th July 1896 (supplemental to the contracts of 1889 and 1890), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the provision of funds for further capital works.

Dated the 9th June 1897 (supplemental to the contracts of 1889, 1890, and 1895), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, guaranteeing interest at the rate of 3¼ per cent on share capital.

Dated the 27th April 1903 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 1st July 1909 (supplemental to the contracts of 1889 and 1896), *between the Secretary of State and the East Indian Railway Company*;
Dated the 3rd November 1909 (supplemental to the contracts of 1889, 1890, 1895, 1896, 1897 and 1903), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*;
} as to the working and construction, respectively, of the Thanesar-Kaithal branch.

Dated the 8th April 1914, *between the Secretary of State and the Delhi-Umballa Kalka Railway Company*, as to the adoption of the Government Financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—To be provided by the Government free of cost to the Company.

(ii) *Government aid.*— } The Government undertake (through the agency, in the first instance, of the

(iii) *Terms of working.*— } East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1926, taking 48 per cent of the gross receipts of the railway for the working agency and paying 52 per cent to the Company. By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3¼ per cent per annum on its share capital.

(iv) *Distribution of profits.*—Surplus profits in any year in excess of 3¼ per cent per annum on share capital are divided equally between the Government and the Company until the Government has been repaid amounts advanced by way of subsidy, with interest. Thereafter all surplus profits will belong to the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(v) *Rates and fares.*—To be agreed upon between the Government and the working agency; but between Delhi and Umballa not more than the maximum, nor less than the minimum, in force on the East Indian railway, and between Umballa and Kalka not more than three times such maximum nor less than such minimum.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vii) *Power of the Government to determine contract.*—The Government may determine the contract on the 31st December 1926, or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Payments by the Government by way of subsidy under the contract of the 9th June 1897 and also the additional 2 per cent of gross earnings conceded to the Company under the contract of the 19th December 1895 are to be excluded from the profits of the Company in calculating the price to be paid by the Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891 .	162·24	1,55,44,692	9,07,697	4,72,002	3·04	...	4,72,002	3·04	128	48·00
1892 .	161·40	1,58,22,137	10,31,769	5,62,520	3·56	...	5,62,520	3·56	129	48·00
1893 .	161·40	1,55,24,600	11,98,508	6,23,224	4·01	...	6,23,224	4·01	143	48·00
1894 .	161·40	1,55,25,547	13,37,526	6,95,514	4·48	...	6,95,514	4·48	159	48·00
1895 .	161·40	1,55,06,130	14,60,519	7,59,470	4·90	...	7,59,470	4·90	174	48·00
1896 .	160·47	1,54,49,783	13,18,840	6,85,797	4·44	...	6,85,797	4·44	158	48·00
1897 .	162·24	1,53,26,585	15,78,319	8,18,126	5·34	...	8,18,126	5·34	186	48·00
1898 .	162·24	1,53,43,587	16,07,512	8,35,906	5·45	...	8,35,906	5·45	191	48·00
1899 .	162·24	1,53,01,272	14,49,378	7,53,677	4·93	...	7,53,677	4·93	172	48·00
1900 .	162·24	1,53,15,467	13,72,523	7,13,712	4·66	...	7,13,712	4·66	163	48·00
1901 .	162·24	1,52,92,648	18,05,858	9,39,046	6·14	...	9,39,046	6·14	213	48·00
1902 .	162·24	1,54,23,791	18,66,695	9,70,681	6·29	...	9,70,681	6·29	221	48·00
1903 .	162·36	1,55,49,298	18,30,960	9,52,099	6·12	...	9,52,099	6·12	216	48·00
1904 .	162·36	1,55,51,763	18,53,475	9,63,807	6·20	...	9,63,807	6·20	218	48·00
1905 .	162·36	1,56,97,499	20,16,936	10,48,807	6·72	...	10,48,807	6·72	238	48·00
1906 .	162·36	1,57,26,333	20,04,218	10,42,194	6·63	...	10,42,194	6·63	237	48·00
1907 .	162·36	1,58,23,198	23,04,659	11,98,423	7·57	...	11,98,423	7·57	272	48·00
1908 .	162·36	1,60,07,122	21,09,189	10,96,778	6·85	...	10,96,778	6·85	250	48·00
1909 .	162·36	1,66,56,595	22,90,710	11,91,169	7·15	...	11,91,169	7·15	271	48·00
1910 .	192·13	1,75,45,512	26,05,803	13,55,018	7·72	...	13,55,018	7·72	261	48·00
1911 .	192·12	1,77,78,158	31,53,021	16,39,571	9·22	...	16,39,571	9·22	316	48·00
1912 .	192·12	1,79,12,579	32,30,326	16,79,769	9·38	...	16,79,769	9·38	323	48·00
1st qr. of 1913	192·12	1,79,34,924	8,36,556	4,35,009	2·43	...	4,35,009	2·43	335	48·00
1913-14 .	192·12	1,80,32,784	31,67,202	16,46,945	9·13	...	16,46,945	9·13	317	48·00
1914-15 .	191·64	1,84,33,052	32,15,603	16,72,114	9·07	...	16,72,114	9·07	323	48·00

4 (*c*) South Bihar railway (5′ 6″ gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.

Secretary.—Lieut.-Col. H. Bonham-Carter.

Offices.—91, York Street, Westminster, S. W.

Date of registration of the Company.—4th July 1895.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Luckeeserai to Gya	5-7-99	79·19	79·19

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*c*) South Bihar railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham-Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

Curves.—The sharpest curve is of 3,000 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Contracts—

Dated the 7th August 1895 (called the principal contract), *between the Secretary of State and the South Bihar Railway Company*, as to construction.

Dated the 22nd August 1895 (called the contract of 1895), *between the Secretary of State and the East Indian Railway Company*, as to maintenance and working.

Dated the 21st April 1903 (supplemental to the contract of 1895), *between the Secretary of State and the South Bihar Railway Company*, as to the adoption of 1*s* 4*d* per rupee as the "prescribed" rate of exchange.

Dated the 11th December 1906 (supplemental to the contract of 1895), *between the Secretary of State and the South Bihar Railway Company*, as to the lease of the South Bihar railway to the Secretary of State and yearly payment to the Company until date of determination of the contract of the 7th August 1895.

Dated the 16th January 1907, *between the Secretary of State and the East Indian Railway Company*, as to working the South Bihar railway as part of the Company's undertaking.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
Government constructed the line, from funds provided by the South Bihar Railway Company, and maintained, stocked and worked it through the agency of the East Indian Railway Company up to the 31st December 1905, for a certain proportion of its gross earnings; and, by agreement with the East Indian Railway Company, also allowed to the South Bihar Railway Company, by way of rebate, a percentage of the East Indian Railway's share of the receipts from traffic interchanged between the two railways towards making up an amount equal to 4 per cent interest for each half-year on the actual capital expenditure (subject to certain limits) on the South Bihar railway.

With effect from the 1st January 1906 the South Bihar Railway Company leased its line to the Government for a yearly sum of £30,000, payable by half-yearly payments of £15,000, at the end of each calendar half-year, in substitution of the corresponding provisions of the principal contract of the 7th August 1895.

As between the Government and the East Indian Railway Company the South Bihar railway as from 1st January 1906 is worked as part of the undertaking of the Company, who pay to the Government from the net half-yearly revenue of the undertaking the half-yearly sum of £15,000 and also interest for each half-year at 3½ per cent per annum on Rupees 7,63,099-1-11, being the amount of capital advances made by the Government for the purposes of the South Bihar railway.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
As under 4 (*a*), East Indian railway (5′ 6″ gauge).

(vii) *Power of the Government to determine contracts.*—Government may determine the South Bihar Railway Company's contracts on the 30th June 1919, or on the 30th June in the last year of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination the Government will pay to the Company in England £684,580, as being the capital expended on the undertaking with the authorisation of the Secretary of State.

The East Indian Railway Company's contracts terminate at the same time as the Company's contract of 1879, for which see 4 (*a*), East Indian railway (5′ 6″ gauge).

(viii) *Power of the South Bihar Railway Company to surrender contracts.*—Nil.

(ix) *Power of the East Indian Railway Company to surrender contracts.*—As under (vii).

(x) *Term of South Bihar Railway Company's contracts* [*if not determined under* (vii)].—Not specified.

(xi) *Term of East Indian Railway Company's contracts.*—As under (vii).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$ **EAST INDIAN RAILWAY SYSTEM—*concld.***

4 (*c*) South Bihar railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the East Indian railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899	78·83	1,18,16,730	2,03,328	1,32,163	1·12	33,403	1,65,566	1·40	100	35·00
1900	78·76	1,23,15,110	4,67,133	3,03,636	2·47	1,44,404	4,48,040	3·64	114	35·00
1901	78·76	1,23,66,533	5,14,970	3,08,822	2·50	1,28,082	4,36,904	3·53	125	40·02
1902	78·76	1,19,88,612	4,99,809	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903	78·76	1,20,01,897	5,24,605	2,88,533	2·40	1,57,708	4,46,241	3·72	128	45·00
1904	78·76	1,19,72,914	5,70,358	3,13,697	2·62	1,65,382	4,79,079	4·00	138	45·00
1905	78·76	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906	78·76	1,19,74,947								
1907	78·76	1,19,77,154								
1908	79·19	1,19,77,154								
1909	79·19	1,19,77,154								
1910	79·19	1,19,77,154								
1911	79·19	1,19,77,154	See "terms of working" above.							
1912	79·19	1,19,77,154								
1st qr. of 1913.	79·19	1,19,77,154								
1913-14	79·19	1,19,77,154								
1914-15	79·19	1,19,77,154								

4 (*d*) Jind-Panipat railway (Native State Section) (5′ 6″ gauge)—

This line is the portion of the Jind-Panipat railway which lies within the limits of the Jind territory; the portion lying in the British territory forms an integral part of the Delhi-Umballa-Kalka railway. Its construction by the Agency of the Delhi-Umballa-Kalka Railway Company was authorised by the Railway Board in their letter No. 2477-R.C., dated the 11th September 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
A point, 14·31 miles, from Panipat to Jind (sanctioned on 11th September 1913)	...	28·80	28·80

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—**

Chairman.—Colonel F. Firebrace.
Secretary.—R. H. Walpole, Esq.
Offices.—48, Copthall Avenue, London, E. C.
Date of registration of the former Guaranteed Company.—1853.

Lines comprised in the system.—The Great Indian Peninsula railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Great Indian Peninsula railway (5′ 6″ gauge)	2,499·64	159·28	2,658·92
(*b*) Agra-Delhi Chord railway (5′ 6″ gauge)	125·88	...	125·88
(*c*) Baran-Kotah railway (5′ 6″ gauge)	40·29	...	40·29
(*d*) Bhopal-Itarsi railway (5′ 6″ gauge)	56·62	...	56·62
(*e*) Bhopal-Ujjain railway (5′ 6″ gauge)	113·27	...	113·27
(*f*) Bina-Goona-Baran railway (5′ 6″ gauge)	145·61	...	145·61
(*g*) Dhond-Baramati railway (2′ 6″ gauge)	27·26	...	27·26
(*h*) Ellichpur-Yeotmal railway (2′ 6″ gauge)	67·48	50·25	117·73
(*i*) Matheran Light railway (2′ 0″ gauge)	12·61	...	12·61
(*j*) Pachora-Jamner railway (2′ 6″ gauge)	...	34·62	34·62
(*k*) Pulgaon-Arvi railway (2′ 6″ gauge)	...	21·75	21·75
Total	3,088·66	265·90	3,354·56

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7·25
At Agra, Bombay, Baroda and Central India (3′ 3¾″ gauge) railway, for passenger and goods trains	2·89
At Cawnpore, East Indian railway, 0·97 mile for passenger trains and 0·52 mile for goods trains	1·49
From Cawnpore to Lucknow, Oudh and Rohilkhand railway, for passenger trains only	44·68
From Nagpur Junction to Itwari, Bengal-Nagpur railway, for goods trains only	1·78
Total	57·99

Foreign lines over home line :—

Bombay, Baroda and Central India railway, Dadar Junction to Carnac Bridge, for goods trains only	4·39
Bombay, Baroda and Central India railway, Muttra Junction to Delhi Junction, for passenger and goods trains	90·08
East Indian railway, Belanganj Junction to Muttra Junction, for passenger trains only	31·72
Oudh and Rohilkhand railway, Khirada to Banda, for passenger trains only	6·75
Total	132·89

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—

The Great Indian Peninsula railway comprises the line formerly owned by the old Guaranteed Company of that name (now called the Great Indian Peninsula railway proper), in amalgamation with that of the late Indian Midland Railway Company (now known as the Midland section). The Guaranteed Company's railway was purchased by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined and a new Great Indian Peninsula Railway Company was constituted. The purchase price was £40,781,568,* payable up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

	£
*Company's stock at date of purchase	34,859,218
Debentures and debenture stock taken over from the former Guaranteed Company	5,922,350
Total	40,781,568

The contract *between the Secretary of State and the Indian Midland Railway Company*, dated the 22nd October 1885, was determined by the Secretary of State on the 31st December 1910. That does not, however, substantially affect the carrying out of the contract, *between the Secretary of State and the Great Indian Peninsula Railway Company*, dated the 21st December 1900, the effect of which is that the railways formerly known as the "Indian Midland Railway System" are to form part of the undertaking worked by the Company for so long as that contract remains in force.

Nor are the arrangements subsisting at the date of the termination of the Indian Midland Railway Company's contract for working of the Native State branches of that Company's line disturbed in any way by the termination of that Company's contract, the necessary alterations, whereby the Government becomes a party thereto instead of the Indian Midland Railway Company, having been made in the working agreements relating to such branches. The Gwalior Light railway was worked by the Great Indian Peninsula Railway Company up to the 30th June 1913, after which date the working was taken over by the Gwalior Durbar.

The working of the Cawnpore-Banda railway has been taken over by the Company after the close of the year.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
GREAT INDIAN PENINSULA RAILWAY PROPER—				
NORTH-EAST LINE—				
Main line—				
Victoria Terminus to Thana	18-4-53	21·00		
Thana to Kalyan	1-5-54	12·42		
Kalyan to Vasind	1-10-55	16·14		
Vasind to Asangaon	6-2-60	3·75		
Asangaon to Kasara	1-1-61	21·84		
Kasara to Igatpuri (Thal Ghat)	1-1-65	9·89		
Igatpuri to Nasik	23-1-61	31·43		
Nasik to Chalisgaon	1-10-61	87·24		
Chalisgaon to Jalgaon	6-10-62	57·48		
Jalgaon to Bhusaval	20-5-63	15·01		
Bhusaval to Burhanpur	20-11-65	33·57		
Burhanpur to Khandwa	3-9-66	42·78		
Khandwa to Bir	17-2-68	21·15		
Bir to Itarsi	1-1-70	39·27		
Itarsi to Sohagpur	1-2-70	30·69		
Sohagpur to Jubbulpore	8-2-70	121·65		
			615·31	
Branches—				
Itarsi-Nagpur Branch—				
Itarsi to Betul	1-5-13	66·25		
Betul to Amla	29-9-14	14·31		
			80·56	
Bombay Harbour Branch—				
Point of junction with Bombay Port Trust line to Kurla	12-12-10	7·17		
			7·17	
Mahim chord—				
Ravali to Mahim	12-8-14	1·30		
			1·30	
Chalisgaon-Dhulia branch—				
Chalisgaon to Dhulia	15-10-00	34·95		
			34·95	
Jalgaon-Amalner branch—				
Jalgaon to Erandol Road	20-2-00	18·26		
Erandol Road to Amalner	4-4-00	16·00		
			34·26	
Nagpur branch—				
Bhusaval Junction to Malkapur	20-5-63	70·05		
Malkapur to Shegaon	24-10-64	32·53		
Shegaon to Badnera	18-12-65	72·67		
Badnera to Pulgaon	16-7-66	40·29		
Pulgaon to Sindi	5-11-66	38·27		
Sindi to Nagpur	20-2-67	29·44		
			243·25	
Khamgaon branch—				
Jalamb to Khamgaon	4-3-70	7·97		
			7·97	
Amraoti branch—				
Badnera to Amraoti	16-2-71	5·49		
			5·49	
Wardha Coal branch—				
Wardha to mile 490·20	1-2-79	18·95		
Mile 490·20 to mile 512·64	24-12-75	22·44		
Mile 512·64 to Warora	26-4-76	4·00		
Warora-Chanda-Balharshah extension	1-2-08	37·12		
			82·51	
Mohpani branch—				
Gadarwada to Mohpani	3-9-72	12·47		
Mohpani to Gotitoria	2-11-96	1·07		
Mohpani to new coal-fields	3-6-00	0·14		
			13·68	
				1,126·45
SOUTH-EAST LINE—				
Main Line—				
Kalyan to Palasdhari (Karjat)	12-5-56	30·61		
Palasdhari to Khandala (Bhore Ghat)	14-5-63	13·20		
Khandala to Poona	14-6-58	42·01		
Poona to Diksal	15-12-58	64·25		
Diksal to Barsi Junction	23-10-59	50·60		
Barsi Junction to Mohol	21-1-60	28·32		
Mohol to Sholapur	6-6-60	20·51		
Sholapur to Gulbarga	1-2-70	70·29		
Gulbarga to the Krishna	1-12-70	73·76		
Krishna to Raichur	1-5-71	15·31		
			408·86	
Branches—				
Dhond-Manmad branch—				
Dhond to Ahmednagar	15-3-78	50·41		
Ahmednagar to Manmad	17-4-78	95·03		
			145·44	
Khopoli branch—				
Palasdhari to Khopoli	12-5-56	7·24	7·24	
				561·54
TOTAL OPEN MILEAGE, GREAT INDIAN PENINSULA RAILWAY PROPER	...	...	...	1,687·99
CARRIED OVER	...		...	1,687·99

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (k)}$ · **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	1,687·99	
MIDLAND SECTION—					
Main line—					
Bhopal to Jhansi	1-1-89	179·92			
Jhansi to Gwalior	1-3-89	60·39			
Gwalior to Hetampur	20-12-79	32·40			
Hetampur to Dholpur	15-5-81	8·04			
Dholpur to Agra Cantonment	10-1-78	36·05			
Junction with Agra-Delhi Chord railway at Agra to terminal point of Belanganj Goods Depôt.	27-2-06	1·75			
Junction with Agra-Delhi Chord railway to Idgah	1-3-05	1·27			
			319·82		
Branches—					
Manikpur branch—					
Jhansi to Mau Ranipur	5-6-89	39·96			
Mau Ranipur to Banda	1-8-89	78·96			
Banda to Manikpur	15-2-89	61·45			
			180·37		
Cawnpore branch—					
Jhansi to Chaunrah	1-2-88	94·97			
Chaunrah to Cawnpore	1-4-86	40·93			
			135·90		
Moth quarry	26-7-07	2·78			
			2·78		
Bina to point of junction with Bina-Goona-Baran railway.	1-5-95	2·00			
Bhopal to point of junction with Bhopal-Ujjain railway.	11-11-95	0·21			
			2·21		
Bina-Saugor-Katni branch—					
Bina to Saugor	5-6-89	45·25			
Saugor to Damoh	26-3-98	47·83			
Damoh to Katni	1-1-99	67·87			
Katni Murwara to Junction with Bengal-Nagpur railway.	1-1-90	0·71			
Katni Murwara to Junction with East Indian railway	1-1-99	0·34			
Junction near east mouth of tunnel (mile 837·53) to East Indian railway down point of Agra city (mile 837·57).	3-2-13	0·04			
East Indian railway down point of Agra city (mile 837·57) to Junction with East Indian railway (mile 837·60).	3-2-13	0·03			
			162·07		
Ait to Kunch	7-12-03	8·50			
			8·50		
TOTAL OPEN MILEAGE, MIDLAND SECTION	...	...	...	811·65	
TOTAL OPEN MILEAGE, GREAT INDIAN PENINSULA RAILWAY.	...	...	...	2,499·64	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Itarsi-Nagpur branch—					
Amla to Pandhurna } Sanctioned on 8th June	...	38·80			
Pandhurna to Nagpur } 1908.	...	64·94			
			103·74		
Pench Valley Coal-fields branch—					
Amla to Hirdagarh } Sanctioned on 8th June	...	33·25			
Hirdagarh to Jamai } 1908.	...	6·69			
Jamai to Parassia } 1908.	...	11·64			
			53·58		
Harbour Branch extension—overhead connection.					
Tank Bundur to Victoria Terminus (sanctioned on 6th March 1912).	...	1·96			
			1·96		
				159·28	
GRAND TOTAL	...	...	...	2,658·92	
QUADRUPLE LINE—					
Victoria Terminus to Curry Road	4-12-95	4·29			
Curry Road to Thana	4-2-15	16·71			
			21·00		
DOUBLE LINE—					
NORTH-EAST LINE—					
Main line—					
Thana to Kalyan	1-5-54	12·42			
Kalyan to Vasind	22-10-66	16·14			
Vasind to Atgaon	20-2-67	9·65			
Atgaon to Kasara	25-4-67	15·94			
Kasara to Igatpuri	1-1-65	9·99			
Igatpuri to Kajgaon	10-1-69	130·54			
Kajgaon to Pachora	17-3-69	16·05			
Pachora to Maheji	27-5-69	9·14			
Maheji to Bhadli	6-3-73	27·59			
Bhadli to Bhusaval	6-6-73	7·64			
Bhusaval to Bhusaval Junction	1-7-92	0·77			
Bhusaval Junction to Khandwa (Abaa Junction)	11-1-99	74·58			
Khandwa to Itarsi	16-10-05	110·42			
			440·91		
Carried over	...	...	440·91		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$ · **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	440·91		
DOUBLE LINE—*concld.*					
Bombay Harbour Branch—					
Point of junction with Bombay Port Trust line to Kurla.	2-12-10	7·17	7·17		
Mahim Chord—					
Ravali to Mahim	12-8-14	1·30	1·30		
SOUTH-EAST LINE—					
Main line—					
Kalyan to Palasdhari	25-7-70	30·61			
Palasdhari to Khandala } Bhore Ghat	14-5-83	13·20			
Khandala to Lonavla } Bhore Ghat	11-6-58	2·35			
Lonavla to Karla	29-5-07	4·92			
Karla to Talegaon	8-1-08	13·51			
Talegaon to Shelarvadi	22-5-08	7·77			
Shelarvadi to Poona	13-5-08	13·46	85·82		
Nagpur Branch—					
Bhusaval Junction to Nandgaon	11-1-89	17·98			
Nandgaon to Shegaon	1-4-90	44·65			
Shegaon to Murtajapur	30-3-15	46·19	109·07		
Midland section—					
Agra cantonment to new Junction with Agra-Delhi Chord railway near Raja-ki-Mandi.	3-2-13	2·70			
Old Junction with Agra-Delhi Chord railway near Raja ki Mandi (mile 836·57 to down main line near Belanganj (mile 837·70).	3-2-13	1·13			
Junction near east mouth of tunnel (mile 837·53) to East Indian railway down point of Agra city (mile 837·57).	3-2-13	0·04	3·87		
Total Double line	...	...	...	648·14	

Details of construction—

Permanent-way.—On the Great Indian Peninsula railway proper the main line is laid with 100-lb. bull-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the Ghat sections, is laid with iron pots. On the Midland section the whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326·64 and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 351·77 to Hamirpur Road is laid chiefly with 82-lb. bull-headed rails, on cast iron pot sleepers. The main line between Bombay and Igatpuri and Kalyan and Lonavla is being relaid with 100-lb. bull-headed rails on wooden sleepers.

Ballast.—The line is ballasted with sand, gravel, laterite, kunkur or stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, Jalgaon-Amalner and Warora-Balharshah branches, the Great Indian Peninsula railway proper is fully fenced. On the Midland section the main line is fenced throughout and the branches are partially fenced.

Curves.—The sharpest curve has a radius of 990 feet on the Bhore Ghat, between miles 75 and 76. The next sharpest curve has a radius of 1,056 on the Thull Ghat, between miles 78 and 79.

Gradients.—On the Great Indian Peninsula railway proper the ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the Ghat sections is 1 in 37. On the Midland section the ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmau where it is 1 in 200.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 24th April 1903 (supplemental to the contract of 1900), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 4th August 1908 (supplemental to the contracts of 1900 and 1903), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to Debenture stock.

Dated the 1st August 1913 (supplemental to the contracts of 1900, 1903 and 1908), *between the Secretary of State and the Great Indian Peninsula Railway Company*, for working the Nerbudda colliery.

Dated the 8th May 1914, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working of the Cawnpore-Banda railway by the company with effect from the 1st April 1915.

Dated the 3rd July 1914, (supplemental to the contracts of 1900, 1903, 1908 and 5th February and 19th March 1909), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—

(i) *Land.*—Originally, *i.e.*, up to the 30th June 1900, was provided by the Government free of cost to the Company; that acquired thereafter is provided by the Government to the Company at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 3 per cent on the new capital of the Company.

(iii) *Distribution of profits.*—The working expenses of the whole undertaking are divided half-yearly between and attributed to the Great Indian Peninsula and Indian Midland Railway systems, respectively, in proportion to the gross receipts of each (the branch lines in Berar being treated as part of the Great Indian Peninsula Railway system).

From the gross receipts of each of the two systems is deducted the share of its working expenses apportioned as aforesaid; and the gross earnings of each subsidiary line is charged with a share of the working expenses attributed to the system to which it belongs in the ratios which the gross receipts of such subsidiary lines bear to those of that system.

The net earnings of each year are applied:—

(1) in payment to the Secretary of State of the sum of Rs. 2,00,00,000;

(2) in repayment to the Secretary of State in rupees of the interest payable on money raised after 30th June 1900 by the Company, or by the Indian Midland Railway Company (otherwise than by the issue of shares or capital stock), or provided by the Secretary of State after the same date.

Any surplus to be divided between the Government and the Company in the proportion of $\frac{13}{20}$ths to the former and $\frac{7}{20}$th to the latter. If the Company's share capital is increased by the conversion of further Indian Midland Railway stock, the Company's share of the surplus is to be proportionately increased, but it is never to exceed $\frac{1}{10}$th.

(iv) *Rates and fares.*—Maximum and minimum rates and fares and classification of passengers and goods to be as authorised by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials, and Government stores.—To be conveyed on the same general conditions as those in force on State railways, and at rates to be approved by the Government (not being less than the rates in force for similar services on State railways of the same gauge).

(*b*) Government bullion and coin, and the persons in charge thereof.—At special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—
(vii) *Power of the Company to surrender contract.*— } On the 30th June 1925 the Company are to give the Secretary of State possession of the undertaking, and the Secretary of State is to pay to the Company the amounts paid up, or credited as paid up, on all shares or stock then existing in the Company's new capital.

(viii) *Term of contract.*—25 years from 1st July 1900.

Statistics of working (Those for the periods prior to 1901 will be found in appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1901.	1,548·27	30,64,49,134	4,16,57,453	2,16,48,151	7·06	48,96,916	1,90,87,970	1,97,661[a]	−25,34,396	518	48·03
1902.	1,561·63	30,88,53,092	4,24,25,217	2,10,98,968	6·84	49,58,679	1,90,56,785	2,64,702	−31,81,198	523	50·19
1903.	1,561·63	31,08,53,055	4,68,61,534	2,38,12,514	7·66	50,67,701	1,90,28,730	3,79,633	−6,63,550	575	49·18
1904.	1,561·63	32,00,72,108	4,82,41,844	2,41,79,728	7·55	53,19,948	1,90,28,595	3,84,035	−5,53,750	592	49·88
1905.	1,561·63	32,65,20,022	5,22,33,877	2,70,20,162	8·28	57,50,859	1,90,28,535	5,28,413	+17,12,355	641	48·27
1906.	1,561·63	33,57,64,972	5,05,23,479	2,53,01,900	7·54	61,23,516	1,90,28,535	4,46,777	−2,96,928	623	49·92
1907.	1,561·63	35,22,04,887	5,28,77,302	2,49,15,559	7·07	61,14,699	1,90,28,340	4,28,268	−6,55,748	640	52·88
1908.	1,599·41	37,36,37,900	4,68,32,792	1,76,86,213	4·73	68,53,220	1,90,28,340	64,266	−82,59,645	563	62·24
1909.	1,599·53	37,28,51,484	5,27,26,707	2,23,48,894	6·08	72,63,545	1,90,28,340	...	−39,47,991	634	57·62
1910.	1,606·24	38,67,82,534	5,88,44,731	2,58,06,771	6·67	74,48,102	1,90,28,355	4,60,763	−11,30,449	705	56·14
1911.	2,420·40	52,81,05,122	7,21,04,393	3,21,75,319	6·09	1,32,37,381	1,90,21,899	2,11,081	−2,94,992	573	55·38
1912.	2,419·35	54,83,41,956	8,02,93,465	3,69,34,275	6·74	1,33,36,641	1,90,27,104	6,30,327	+39,40,203	638	54·00
1st qr. of 1913.	2,418·41	55,97,86,972	2,35,95,846	1,07,43,557	1·92	34,21,681	47,56,635	3,08,487	+22,56,754	751	54·47
1913-14.	2,484·08	59,49,23,530	8,57,95,516	3,40,52,063	5·72	1,49,18,233	1,90,28,043	4,01,512	−2,95,725	664	60·31
1914-15.	2,499·64	62,57,63,657	7,71,55,344	2,86,15,825	4·57	1,35,09,055	1,42,26,985	63,799	+8,15,986	593	62·91

[a] From 1st July 1900 to 31st December 1901.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Raja-ki-Mandi (Agra) to Kosi	3-12-04	56·66		
Kosi to Delhi Sadr	15-11-04	62·03		
Delhi Sadr to Delhi	1-3-05	0·43		
Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways	15-10-11	0·22		
			119·33	
Branch—				
Kosi to Sanket	24-2-06	5·95	5·95	
Total	...	...	...	125·28
DOUBLE LINE—				
Junction point near Raja-ki-Mandi to centre of Bilochpura station	3-2-13	0·65		
Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways	15-10-11	0·22		
Catch point No. 9 at Bombay end of Delhi Sadr Yard to terminal point of Agra-Delhi Chord railway	0-0-12	1·91		
			2·78	

Details of construction—

Permanent-way.—The main line is laid with 85-lb. bull-headed steel rails on 45-lb. cast-iron chairs spiked with 3 spikes to deodar sleepers, and the branch is laid with 75-lb. flat-footed steel rails, second hand, on dog-spiked deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The line is fully fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja-ki-Mandi Junction and Bilochpura (Agra) and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system, and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 5th February 1909, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the Agra-Delhi Chord railway as part of the Indian Midland railway system of the Company's undertaking.

Dated the 3rd July 1914 (supplemental to the contracts of 1900 and 1909) *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of the Government financial year for the preparation of Accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the absolute property of the Government, which provide all the funds chargeable to capital, and it is managed, maintained and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.

(iii) *Terms of working.*—As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge), provided that no proportion in excess of 20 per cent of the gross receipts paid to any Railway Administration to whom running powers may be granted over the Agra-Delhi Chord is debited in the General Working Expenses Account of the Company's undertaking, such excess, if any, being directly debited to the Revenue Account of the Agra-Delhi Chord railway as a separate charge against its receipts.

(iv) *Distribution of profits.*—The whole of the net earnings of the railway belong to the Government.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine contract.*—

(viii) *Power of the Company to surrender contract.*—

(ix) *Term of contract.*—

} The contract is current from the day on which the line was opened throughout for traffic and is to continue in force until terminated, either by the Government or the Company, on the 30th September or 31st March by giving to the other party not less than twelve calendar months' notice.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 / Sub-heads (*a*) to (*k*) **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904 .	119·51	1,05,90,556	18,070	9,992	0·09	2,95,164	−2,85,172	32	44·70
1905 .	119·75	1,22,46,927	8,04,655	4,19,625	3·43	4,20,181	−556	140	47·35
1906 .	125·99	1,27,90,307	16,46,320	8,15,363	6·37	4,76,283	+3,45,080	254	50·47
1907 .	125·99	1,28,37,017	14,15,900	7,45,489	5·81	4,09,625	+3,35,864	247	53·87
1908 .	125·66	1,28,12,755	15,17,793	5,70,112	4·45	4,34,834	+1,35,278	232	62·44
1909 .	125·66	1,30,68,568	14,74,866	6,22,196	4·76	4,35,293	+1,86,903	226	57·81
1910 .	125·66	1,34,32,595	17,65,732	7,52,601	5·60	4,45,949	+3,06,652	270	57·38
1911 .	125·90	1,43,05,868	20,67,879	8,63,294	6·03	4,67,506	+3,95,788	316	58·25
1912 .	125·88	1,43,40,719	22,83,807	10,48,792	7·31	4,88,760	+5,60,032	349	54·08
1st qr. of 1913.	125·88	1,44,67,320	6,14,952	2,80,382	1·94	1,22,470	+1,57,912	376	54·41
1913-14 .	125·88	1,45,94,620	23,69,274	9,21,034	6·31	5,08,329	+4,12,705	353	60·12
1914-15 .	125·88	1,47,46,965	32,06,644	12,01,747	8·15	5,18,360	+6,83,387	490	62·52

5 (*c*) Baran-Kotah railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Baran to Antah	20-2-07	13·58	
Antah to Kotah	1-5-09	26·71	
Total . .	...	...	40·29

Details of construction—

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or sâl sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 1,809 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 19th March 1909, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the Baran-Kotah railway as part of the Indian Midland railway system of the Company's undertaking.

Dated the 3rd July 1914 (supplemental to the contracts of 1900 and 1909) *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of the Government financial year for the preparation of Accounts.

Main provisions of contracts—

As noted under 5 (*b*), Agra-Delhi Chord railway (5′ 6″ gauge), except that the charge for working expenses is not in any half-year to exceed 50 per cent of the entire gross receipts of the Baran-Kotah railway. (*Note.*—These terms had effect from the 1st July 1909, the date on which the Baran-Kotah railway was handed over to the Great Indian Peninsula Railway Company for working, *vide* Railway Board's letter to the Engineer-in-Chief, Nagda-Muttra railway, No. 1022-R.T., dated the 7th June 1909. Prior to that date the charge was the same percentage as obtained for working the lines comprised in the Great Indian Peninsula railway undertaking, *vide* letter from the Agent, Great Indian Peninsula railway to the Secretary, Railway Board, No. 57-H.-5, dated the 15th April 1912.)

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*e*) Baran-Kotah railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year*.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1908 .	13·58	39,38,972	3,536	1,582	0·04	1,29,311	—1,25,229	10	55·26
1909 .	40·29	45,52,438	48,152	23,181	0·51	1,49,921	—1,26,740	22	51·86
1910 .	40·29	45,67,295	1,08,829	52,720	1·15	1,51,068	—98,348	50	40·22
1911 .	40·29	45,65,880	1,58,809	79,405	1·74	1,54,829	—75,424	76	50·00
1912 .	40·29	45,96,797	1,90,009	97,188	2·11	1,57,421	—60,233	91	48·85
1st qr. of 1913.	40·29	46,47,772	38,663	19,334	0·42	39,901	—19,967	74	50·00
1913-14 .	40·29	46,47,772	1,77,507	88,754	1·91	1, 62,688	—73,934	85	50·00
1914-15 .	40·29	46,47,772	1,49,969	75,669	1·63	1,62,635	—86,966	72	49·54

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Itarsi to Hoshangabad	1-6-82	10·89		
Hoshangabad to Bhopal	18-11-84	45·45		
			56·34	
Branch—				
Centre of Bhopal station to the joint boundary of the Bhopal-Itarsi and Indian Midland railways at Bhopal .	1-11-95	0·28		
			0·28	
Total . .	...	...	...	56·62

Details of construction—

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast-iron pot sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

Agreements and contract—

Agreement, dated the 16th September 1880, *between the Government of India and Her Highness the Begum of Bhopal*, as to the construction, management, maintenance and working, by the Government, of the Bhopal-Itarsi railway.

Agreement, dated the 30th June 1887, *between the Government of India and Her Highness the Begum of Bhopal*, supplemental to, and modifying, the agreement of 1880.

Agreement, dated the 2nd December 1890, *between the Government of India and Her Highness the Begum of Bhopal*, supplemental to, and further modifying, the agreement of 1880.

Contract, dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Main provisions of agreements and contract—

(i) *Land.*—Land within the Bhopal State was provided free of cost by the Durbar; that within British territory by the Government at the cost of capital.

(ii) *Government aid.*—The Government paid for the portion of the line in British territory, and a moiety of the cost of the bridge over the Nerbudda river; in all about Rupees 13,00,000: the Begum of Bhopal contributed Rupees 50,00,000 for the portion of the line in her dominions.

All additional capital is to be provided by the Government, which undertook to construct, maintain, manage and work the line by State or other agency. At present the line is worked by the Great Indian Peninsula Railway Company as part of its undertaking.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(iii) *Terms of working.*—For working and stocking the Bhopal-Itarsi railway the Great Indian Peninsula Railway Company receives a sum which bears the same proportion to the total working expenses of the Company's undertaking, including the Bhopal-Itarsi railway, as the gross earnings of the Bhopal-Itarsi railway bear to the gross earnings of the undertaking.

(iv) *Distribution of profits.*—The net earnings are divided in perpetuity between the Government and the Ruler of Bhopal in proportion to the capital contributed by each. In the event of the railway being worked at a loss, such loss is borne by the two parties in the same proportion.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Government to determine contract.*—

(viii) *Power of the Company to surrender contract.*—

(ix) *Term of contract.*—

As noted under 5 (*a*), Great Indian Peninsula Railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907.)—

	Bhopal-Itarsi (British section).									Bhopal-Itarsi (Native State section).						
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (12).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Miles.	Rs.	Rs.	Rs.		Rs.	
1889 .	13·00	12,50,000	79,163	—5,422	...	50,000	—55,422	117	106·85	44·11	48,40,846	2,67,936	—*8,351	...	117	106·85
1890 .	13·00	12,85,077	87,765	—16,572	...	50,351	—66,923	130	118·88	44·11	50,00,000	2,97,049	—56,093	...	130	118·88
1891 .	13·00	15,13,568	1,30,884	48,607	3·21	57,713	— 9,106	200	62·50	44·11	50,00,000	4,60,431	1,73,154	3·46	199	62·50
1892 .	13·00	17,46,208	1,53,099	56,397	3·23	69,131	—12,734	226	63·16	44·11	50,00,000	4,47,797	1,65,883	3·32	195	62·96
1893 .	13·11	20,25,058	1,69,162	52,038	2·57	78,429	— 26,391	248	69·17	44·00	50,00,000	4,24,236	1,30,925	2·62	185	69·17
1894 .	13·11	21,71,496	1,61,638	61,455	2·83	83,509	— 22,054	237	61·98	44·00	50,00,000	3,80,217	1,44,607	2·89	166	61·97
1895 .	13·11	22,47,963	1,42,658	46,114	2·05	89,323	—43,209	209	67·68	44·28	50,00,000	3,18,074	1,02,821	2·06	138	67·67
1896	13·11	22,71,877	1,63,688	62,744	2·76	90,107	—27,363	241	61·75	44·28	50,00,000	3,61,363	1,38,532	2·77	157	61·63
1897 .	13·11	22,97,134	1,52,215	61,135	2·66	91,805	—30,670	223	59·84	44·28	50,00,000	3,31,379	1,33,096	2·66	144	59·84
1898 .	13·11	23,24,365	1,93,364	79,435	3·42	92,477	—13,042	284	58·81	44·28	50,00,000	4,17,010	1,71,375	3·43	181	58·90
1899 .	13·11	23,61,938	2,09,611	84,080	3·56	93,303	— 9,223	307	59·89	44·28	50,00,000	4,47,225	1,79,444	3·59	194	59·88
1900 .	13·11	23,87,339	2,55,120	1,27,832	5·33	95,293	+32,039	375	50·12	44·28	50,00,000	5,35,369	2,67,288	5·35	234	50·06
1901 .	13·11	25,46,891	2,92,861	1,44,235	5·66	98,989	+45,246	430	50·75	44·28	50,00,000	5,85,152	2,93,838	5·78	254	50·64
1902 .	13·11	28,02,330	3,46,103	1,71,236	6·11	1,06,632	+64,604	508	51·51	44·28	50,00,000	6,37,038	3,16,683	6·33	278	49·74
1903 .	13·11	30,92,697	3,77,177	1,91,441	6·19	1,17,285	+74,156	553	49·48	44·28	50,00,000	6,31,911	3,21,328	6·43	276	48·84
1904 .	13·11	31,32,907	3,95,734	1,98,066	6·28	1,20,127	+77,939	583	50·14	44·28	50,00,000	6,43,742	3,22,374	6·45	279	49·91
1905 .	13·11	31,76,934	3,25,637	1,67,905	5·27	1,23,241	+44,664	477	48·57	44·28	50,00,000	5,21,619	2,67,959	5·36	227	48·63
1906 .	13·11	32,57,841	3,60,294	1,78,761	5·49	1,25,079	+53,682	531	50·37	44·28	50,00,000	5,66,833	2,81,376	5·63	246	50·36
1907 .	13·11	33,98,742	4,33,549	2,27,071	6·68	1,34,145	+1,22,926	710	53·04	44·28	50,00,000	7,32,284	3,44,438	6·88	318	52·96
1908 .	13·11	35,34,132	4,29,276	1,62,302	4·59	1,19,624	+42,678	630	62·19	44·28	50,00,000	6,11,033	2,31,223	4·62	265	62·16
1909 .	13·11	36,27,495	4,68,717	1,98,456	5·47	1,20,102	+78,354	688	57·66	44·28	50,00,000	6,50,553	2,75,516	5·51	283	57·65
1910 .	13·11	37,52,643	5,70,169	2,47,995	6·61	1,23,711	+1,24,284	836	56·50	44·28	50,00,000	7,66,302	3,33,839	6·68	333	56·44
1911 .	12·13	38,28,934	5,58,428	2,50,159	6·53	1,28,262	+1,21,897	885	55·20	44·49	50,00,000	7,34,374	3,29,072	6·58	317	55·19
1912 .	12·13	39,14,773	7,09,010	3,18,267	8·13	1,32,749	+1,85,518	1,124	55·11	44·49	50,00,000	9,09,768	4,08,687	8·17	393	55·08
1st qr of 1913.	12·13	39,41,321	2,12,459	96,869	2·46	33,398	+63,471	1,347	54·41	4449	50,00,000	2,69,528	1,22,889	2·46	466	54·41
1913-14	12·13	40,23,467	7,05,991	2,78,970	6·93	1,38,967	+1,40,003	1,119	60·49	44·49	50,00,000	8,82,535	3,48,636	6·97	381	60·50
1914-15	12·13	40,69,706	5,38,468	2,01,763	4·96	1,41,598	+60,165	854	62·53	44·49	50,00,000	6,62,101	2,48,000	4·96	286	62·54

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge).

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bhopal to Ujjain	11-11-95	113·27	113·27

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreements and contract—

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Bhopal-Parbati section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Parbati-Ujjain section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 2653-I. B., dated the 1st July 1902, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department*, intimating the acceptance by Her Highness the Begum of Bhopal of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, in lieu of those of clause 15 of the agreement of the 4th August 1896, *between Her Highness' Government and the Indian Midland Railway Company*, as to the method of arriving at the working expenses of the Bhopal-Parbati section of the Bhopal-Ujjain railway.

Agreement, dated the 31st January 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of Her Highness the Begum of Bhopal*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Agreement, dated the 20th March 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Bhopal and Gwalior Durbars for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bhopal-Parbati section is owned by the Bhopal Durbar, and the Parbati-Ujjain section by the Gwalior Durbar, each of which provides the funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear incidental to the use and working of the railway and works and the conveyance of traffic thereon. The line is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.

(iii) *Terms of working.*—For the Bhopal-Parbati section the charges against its gross receipts for working are as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

For working the Parbati-Ujjain section the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross earnings of the section are also charged with rent for the use of the station and accommodation provided by the Bombay, Baroda and Central India railway at Ujjain Junction station, and with rent for the telegraph lines and instruments when not the property of the section.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$ · **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(iv) *Distribution of profits.*—The net earnings of the Bhopal-Parbati section belong to the Bhopal Durbar; and those of the Parbati-Ujjain section, to the Gwalior Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine agreements and contract.*—
(viii) *Powers of the Durbars to determine agreements.*—
} The agreements are terminable, on the expiry of ten years from the dates of opening of the respective sections throughout for all kinds of public traffic, on 12 months' notice in writing given by either party to the other on the 30th June or 31st December in any year.

(ix) *Term of agreements and contract.*—Ten years, or as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge), whichever shall first fall in from the date of opening of the respective sections throughout for all kinds of public traffic.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	113·52	69,69,331	1,958	979	0·01	...	50·00
1896	113·52	77,77,604	3,69,114	1,80,218	2·32	63	51·17
1897	113·52	75,96,180	3,72,337	1,84,660	2·45	63	50·40
1898	113·27	75,85,789	4,16,940	2,05,051	2·70	71	50·82
1899	113·27	76,54,290	5,82,341	2,77,911	3·63	99	52·23
1900	113·27	76,88,020	9,46,349	4,65,681	6·06	161	50·79
1901	113·27	77,61,569	5,45,956	2,62,044	3·38	93	52·00
1902	113·27	78,02,855	5,82,063	2,77,292	3·55	99	52·36
1903	113·27	78,11,402	4,44,766	2,14,841	2·75	76	49·85
1904	113·27	78,14,670	4,54,721	2,17,562	2·78	77	49·99
1905	113·27	78,35,712	6,08,240	2,96,639	3·79	103	51·23
1906	113·27	78,51,048	6,86,799	3,31,924	4·23	117	51·67
1907	113·27	78,58,669	7,81,578	3,74,678	4·77	133	52·06
1908	113·27	78,62,989	7,70,325	3,45,421	4·39	131	55·16
1909	113·27	78,72,658	8,23,957	3,82,457	4·86	148	53·58
1910	113·27	78,73,354	8,65,310	4,05,340	5·15	147	53·16
1911	113·27	78,77,068	9,59,336	4,55,954	5·79	163	52·47
1912	113·27	78,78,601	10,76,999	5,17,442	6·57	183	51·96
1st qr. of 1913.	113·27	78,79,281	2,47,615	1,17,202	1·49	168	52·67
1913-14	113·27	78,82,524	11,10,615	5,12,648	6·50	189	53·84
1914-15	113·27	78,79,430	9,76,407	4,27,831	5·43	166	56·18

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
From the joint boundary of the Midland section of the Great Indian Peninsula and Bina-Goona-Baran railways, a point, 2·00 miles from the centre of Bina station, to Goona.	23-9-95	71·71	
From centre of Goona station (mile 216—3,402 feet) to end of Baran station (mile 290—2,850 feet).	15-5-99	73·90	
TOTAL ...	...	...	145·61

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5.}}{\text{Sub-heads (a) to (k).}}$ **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails, 59·90 miles on deodar sleepers and 85·73 miles on transverse steel sleepers, State railway pattern.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Agreements and contract—

Agreement, dated the 15th July 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Bina-Goona section of the Bina-Goona-Baran railway as part of the Company's undertaking (with clause 13 thereof modified as to *maintenance of telegraphs* under the authority of the letter *from the Government of India to the Honourable the Agent to the Governor General for Central India*, No. 596-R. T., dated the 20th June 1899).

Agreement, dated the 20th February 1899 (called the principal contract), *between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Chabra-Baran section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Agreement, dated the 27th February 1899 (called the principal contract), *between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company*, as to the management, maintenance and working, by the Company, of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Agreement, dated the 12th May 1899 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Goona-Dharnaoda section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 3529 I. B., dated the 20th September 1901, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department*, intimating the acceptance by the Kotah and Tonk Durbars of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, in lieu of those of the contracts of the 20th and 27th February 1899, *between the Kotah and Tonk Durbars and the Indian Midland Railway Company*, as to the method of arriving at the working expenses, respectively, of the Chabra-Baran and Dharnaoda-Chabra sections of the Bina-Goona-Baran railway.

Agreements, dated the $\frac{\text{16th March}}{\text{17th April}}$ $\frac{}{\text{29th June}}$ 1905, *between the Government of His Highness the Maharaja Scindia of Gwalior and the Government of His Highness the Nawab of Tonk*, as to the purchase, by the former from the latter, of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway.

Agreement, dated the 12th January 1911, *between the Secretary of State and the Government of His Highness the Maharao of Kotah*, supplemental to the agreement of the 20th February 1899, *between the Kotah Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 15th July 1896, *between the Gwalior Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of July 1896.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 12th May 1899, *between the Gwalior Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company", as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 27th February 1899, *between the Tonk Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of 1899.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—*concld.*

Agreements and contract—*concld.*

Memorandum No. 3002-I.B., dated the 30th August 1913, from the Government of India in the Foreign Department to the Government of India in the Railway Department, intimating the acceptance by the Gwalior Durbar of the arrangement come to between the Tonk Durbar and the Great Indian Peninsula Railway Company in 1901, for the purpose of arriving at the working expenses of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the several Native States for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bina-Goona, Goona-Dharnaoda, and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar, each of which provides funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear and incidental to the use and working of the railway and works and the conveyance of traffic thereon. The railway is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland railway system of the Company's undertaking.

(iii) *Terms of working.*—For working the Bina-Goona section, the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross receipts of the section are also charged with rent for works, etc., in sole and joint use at Bina junction as laid down in clause 10 of the agreement of the 15th July 1896, and with rent for telegraph lines and instruments when not the property of the railway.

For working the Goona-Dharnaoda section, the Great Indian Peninsula Railway Company retains out of its gross receipts a sum which bears the same proportion to the entire gross receipts of the section as the aggregate working expenses of the Indian Midland railway system as a whole (including the Goona-Dharnaoda section) bear to the gross receipts of that system, for each half-year, subject to a limit of 50 per cent of the gross earnings of the section.

For the Dharnaoda-Chabra and Chabra-Baran sections the Railway Company charges the same percentage of the entire gross receipts of those sections as the aggregate working expenses of the whole system of the Company bear to the gross receipts of that system.

(iv) *Distribution of profits.*—The net receipts of each section are paid over to the Durbar to which such section belongs.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine agreements.*—
(viii) *Power of the Durbars to determine agreements.*—
(ix) *Term of agreements.*—

} As noted under 5 (*e*), Bhopal-Ujjain railway (5′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs		Rs.	
1895	72·18	49,81,035	48,701	22,198	0·45	19	54·42
1896	72·18	54,16,074	91,140	36,821	0·68	24	59·60
1897	71·74	87,73,621	1,02,386	43,446	0·50	27	57·57
1898	71·74	97,66,068	1,30,004	58,040	0·59	35	55·36
1899	145·21	99,31,680	2,67,359	1,26,108	1·27	43	52·83
1900	145·21	1,00,81,605	4,34,847	2,20,490	2·20	57	49·29
1901	145·59	1,00,43,286	2,52,716	1,22,970	1·22	33	51·34
1902	145·63	99,14,443	2,38,825	1,13,945	1·14	32	52·71
1903	145·63	99,62,459	3,71,585	1,55,600	1·56	42	49·49
1904	145·63	99,87,016	3,91,286	1,90,897	1·91	52	51·28
1905	145·63	99,99,394	3,68,669	1,81,269	1·81	49	50·83
1906	145·63	99,94,053	4,90,644	2,41,081	2·41	65	50·72
1907	145·63	99,94,424	5,63,302	2,71,631	2·72	74	51·81
1908	145·63	99,96,263	4,13,370	1,88,397	1·88	55	54·42
1909	145·63	1,00,08,750	2,79,897	1,27,980	1·28	37	54·28
1910	145·61	1,00,13,493	3,28,511	1,53,287	1·53	43	53·34
1911	145·61	1,00,33,562	3,87,036	1,81,472	1·81	51	53·11
1912	145·61	1,00,24,004	5 24,546	2,50,969	2·50	69	52·16
1st qr. of 1913	145·61	1,00,34,292	1,56,630	75,070	0·75	83	52·07
1913-14	145·61	1,00,42,700	6,13,716	2,85,278	2·84	81	53·50
1914-15	145·61	1,00,50,037	4,46,962	1,92,956	1·91	59	57·03

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$ **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*g*) Dhond-Baramati railway (2′ 6″ gauge)—

Date of registration of the Company.—1912.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dhond to Baramati	20-5-14	27·26	27·26

Details of construction—

Permanent-way.—The Permanent-way consists of 35-lb. flat-footed steel rails laid on pressed steel pea pod sleepers.

Ballast.—The line is ballasted with stone and the banks with moorum.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 478·3 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

The line was constructed, and is being maintained and worked, by the Great Indian Peninsula Railway Company for the Dhond-Baramati Railway Company under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from (+), or share of surplus profits payable to, (−), the Great Indian Peninsula railway.	Total income.	Percentage of total income on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1914-15.	27·26	11,61,373	50,333	27,628	2·34	+12,448	40,076	3·39	35	45·06

5 (*k*) Ellichpur-Yeotmal railway (2′ 6″ gauge)—

Date of registration of the Company.—1910.

This line was constructed by the Great Indian Peninsula Railway Company for a Branch line Company called the Central Provinces Railways Company.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.	Grand total
1	2	3	4	5
Ellichpur to Murtajapur	1-12-13	47·65		
Murtajapur to Karanja	1-11-14	19·83		
Total open mileage .	...	...	67·48	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Karanja to Yeotmal (sanctioned on 9th April 1912)	...	50·25	50·25	
Grand total .	...	...	...	117·73

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*h*) Ellichpur-Yeotmal railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on pressed steel pea pod sleepers.

Ballast.—The line is chiefly ballasted with sand. Banks at places are ballasted with moorum.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 637 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

The line was constructed, and is being maintained and worked, by the Great Indian Peninsula Railway Company under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to (−), the Great Indian Peninsula railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1913-14 ...	47·65	24,35,662	65,505	36,027	1·48	...	36,027	1·48	196	4 5·00
1914-15 ...	67·48	62,43,618	2,86,101	1,57,356	2 52	...	1,57,356	2·52	82	45·00

5 (*i*) Matheran Light railway (2′ 0″ gauge)—

Date of registration of the Company.—16th September 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Neral to Matheran	22-3-07	12·61	12·61

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

Ballast.—Broken stone.

Fencing.—Not fenced.

Curves.—The sharpest curve is of 60 feet radius.

Gradients.—The gradient is 1 in 20 compensated.

Local Government Order and agreement—

The Matheran Tramway order published under the Bombay Government, Public Works Department (Railway), Notification No. 84, dated the 28th July 1904, authorising the construction, maintenance and working of the line by the Promoter.

Agreement, dated the 30th October 1909, *between the Matheran Steam Light Tramway Company and the Great Indian Peninsula Railway Company*, as to the control of traffic and working, by the latter, of the line.

Main provisions of Local Govrnment Order and Agreement—

(i) *Land.*—Government land was provided free of cost. Private land to be acquired by the Government at the expense of the Tramway Company.

(ii) *Government aid.*—The line is the property of the Matheran Steam Light Tramway Company, who provide all rolling-stock, locomotives, machinery and plant, and maintain the way and works; the working of traffic, train arrangements, and the keeping and auditing of the Revenue Accounts being under the control of the Great Indian Peninsula Railway Company.

(iii) *Terms of working.*—The gross receipts are treated as those of the Great Indian Peninsula Railway Company, which retains thereout the actual expenditure incurred by it, including the cost of stores consumed on the Matheran Light railway in the Traffic and Audit Departments, and for station and running staff, printing, stationery and all other expenses connected therewith, *plus* 5 per cent per annum as rent on the actual cost of new structures, machinery, plant and furniture, and 7½ per cent per annum for ballast, permanent-way, etc., including maintenance and renewal, for the sole use of the Light railway with a certain proportion (based on the weight of local and interchanged traffic) of the annual rent, at the rates above noted, for new joint works, etc.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } a \text{ to } (k)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*concld.***

5 (*i*) Matheran Light railway (2′ 0″ gauge)—*concld.*

Main provisions of Local Government Order and agreement—*concld.*

(iv) *Distribution of profits.*—The net receipts are to be paid over to the Light Railway Company.

(v) *Rates and fares.*—To be within the maxima sanctioned in the Tramway Order, the rules, conditions, etc., in respect thereto being the same as obtain on the Great Indian Peninsula railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Railway Company to determine agreement.*—
(viii) *Power of the Tramway Company to determine agreement.*— } The agreement is terminable on the 31st March or 30th September in any year on six months' notice by either party to the other.
(ix) *Term of agreement.*—

Government may purchase the line as a going concern on the 1st January 1940, or at the expiration of any subsequent period of five years, for a sum representing the aggregate of 25 times the average of its net earnings for the three calendar years immediately preceding the date of purchase.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	12·61	10,11,300	17,529	—12,783	...	55	172·92
1908	12·61	10,55,007	53,410	8,456	0·80	117	84·17
1909	12·61	11,12,071	64,873	27,612	2·48	144	57·44
1910	12·61	11,34,119	55,951	13,513	1·19	123	75·85
1911	12·61	11,36,563	74,352	39,483	3·47	158	46·90
1912	12·61	11,38,245	78,089	36,634	3·25	163	53·09
1st qr. of 1913	12·61	11,38,720	19,401	3,843	0·34	118	80·19
1913-14.	12·61	11,38,843	74,545	33,410	2·84	114	55·18
1914-15	12·61	11,38,848	84,325	27,558	2·42	129	67·33

5 (*j*) Pachora-Jamner railway (2′ 6″ gauge)—

Date of registration of the Company.—10th February 1915.

Sanction to the construction of this line by the Great Indian Peninsula Railway Administration, for the Pachora-Jamner Railway Company, was conveyed in Railway Board's Notification No. 64, dated the 17th March 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pachora to Jamner (sanctioned on 17th March 1915)	...	34·62	34·62

5 (*k*) Pulgaon-Arvi railway (2′ 6″ gauge)—

Date of registration of the Company.—1914.

Sanction to the construction of this line by the Great Indian Peninsula Railway Administration, for the Central Provinces Railway Company was conveyed in Railway Board's Notification No. 243, dated the 30th September 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pulgaon to Arvi (sanctioned on 30th September 1914)	...	21·75	21·75

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 / Sub-heads (*a*) to (*m*). **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM.**

Chairman.—Colonel Sir William S. S. Bisset, K.C.I.E.
Acting Secretary.—Percy A. Cory, Esq.
Offices.—91, York Street, Westminster, S.W.
Date of registration of the former guaranteed Company.—1853.

The former Madras Guaranteed Railway Company's contract having expired on the 31st December 1907 the lines owned by that Company were purchased by the Secretary of State for India, and on the 1st January 1908 the then existing Madras railway (with the exception of the Jalarpet-Mangalore section), together with the 3′ 3½″ gauge sections of the South Indian railway from Katpadi to Gudur and Pakala to Dharmavaram, was made over to the Southern Mahratta Railway Company for working, the enlarged Company being styled the Madras and Southern Mahratta Railway Company.

Lines comprised in the system—

The Madras and Southern Mahratta railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)	1,031·75	15·86	1,047·59
(*b*) Kolar Gold-fields railway (5′ 6″ gauge)	9·88	...	9·88
(*c*) Madras and Southern Mahratta railway (3′ 3½″ gauge)	1,519·60	...	1,519·60
(*d*) Bezwada-Masulipatam railway (3′ 3½″ gauge)	51·80	...	51·80
(*e*) Birur-Shimoga railway (3′ 3½″ gauge)	37·92	...	37·92
(*f*) Dhone-Kurnool railway (3′ 3½″ gauge)	33·00	...	33·00
(*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3½″ gauge)	51·35	...	51·35
(*h*) Kolhapur State railway (3′ 3½″ gauge).	29·27	...	29·27
(*i*) Mysore-Nanjangud railway (3′ 3½″ gauge)	15·80	...	15·80
(*j*) Mysore-section (Madras and Southern Mahratta) (3′ 3½″ gauge)	296·28	...	296·28
(*k*) Sangli State railway (3′ 3½″ gauge)	4·90	...	4·90
(*l*) West of India Portuguese railway (3′3½″ gauge)	51·10	...	51·10
(*m*) Tenali-Repalli railway (5′ 6″ gauge)	...	21·10	21·10
Total	3,131·63	36·96	3,168·59

Running powers—

Foreign lines over home line—

Bengal-Nagpur railway, Waltair to Vizagapatam (including the wharf and swamp lines)	for passenger and goods trains.	4·97
Nizam's Guaranteed State railway, outer signal at Bezwada to Bezwada station		0·89
South Indian railway, over whole or any part of the Madras-Bangalore section		219·00
Total		224·86

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—

The Madras and Southern Mahratta 5′ 6″ gauge railway is defined to be the former Madras railway (with the exception of the Jalarpet-Mangalore section), and the southern section of the former East Coast railway (called the North-East line of the former Madras railway).

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
SOUTH-WEST LINE—					
Main line—					
Madras to Veyasarpaudy	7-4-73	2·16			
Veyasarpaudy to Walajah Road (Arcot)	1-7-56	63·22			
Walajah Road (Arcot) to Katpadi	7-8-57	14·96			
Katpadi to Gudiyattam	19-5-58	15·36			
Gudiyattam to Ambur	16-1-60	17·01			
Ambur to Vaniyambadi	1-2-66	9·98			
Vaniyambadi to Jalarpet	23-5-66	9·86			
			132·55		
Branches—					
Rayapuram branch—					
Veyasarpaudy to Rayapuram	1-7-56	2·16			
Rayapuram to Beach	22-1-00	1·03			
Washermenpet to Basin bridge	15-3-07	1·05			
			4·24		
Ronipet branch—					
Walajah Road (Arcot) to Ranipet	17-4-99	4·17			
			4·17		
Bangalore branch—					
Jalarpet Junction to Bangalore Cantonment	1-8-64	84·37			
Bangalore Cantonment to Bangalore City	1-7-82	3·05			
			87·42		
Carried over	...	...	...	228·38	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (z)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*e*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward ...	...	...	...	238·38	
NORTH-WEST LINE—					
Main line.—					
Arkonam to Nagari.	4-3-61	17·27			
Nagari to Puttur	8-12-61	9·59			
Puttur to Renigunta	15-9-62	14·46			
Renigunta to Reddipalle.	1-10-64	38·02			
Reddipalle to Cuddapah.	1-9-65	39·59			
Cuddapah to Muddanuru	1-8-66	34·31			
Muddanuru to Tadpatri.	1-9-66	32·07			
Tadpatri to Gooty	1-8-69	29·72			
Gooty to the Tungabhadra river	12-12-70	75·33			
Tungabhadra to Raichur	15-3-71	17·92			
			308·28	308·28	
NORTH-EAST LINE—					
Basin bridge to Korukkupettai	15-3-07	0·85			
Washermenpet to Ennur	22-2-96	8·25			
Ennur to Gudur	23-2-99	75·25			
Gudur to Nellore	*1-11-88	23·75			
Nellore to Kistna Canal	20-12-98	155·00			
Kistna Canal to Bezwada	15-7-97	3·06			*The date of opening of the original 3′ 3½″ gauge line which was converted to, and opened on, the 5′ 6″ gauge on the 1st November 1899.
Bezwada to Kovvur	20-2-93	88·24			
Kovvur to Rajahmundry	6-8-00	4·69			
Rajahmundry to the Junction point near Waltair	15-7-93	119·80			
Simhachalam Junction point near Waltair station to Waltair.	15-7-93	4·25			
			483·14		
Branches—					
Samalkot Junction to Cocanada port branch .	15-7-93	9·75			
Waltair to end of branch near Visagapatam station	15-7-93	2·18	11·93	495·07	
TOTAL OPEN MILEAGE . .	...	...	...	1,031·73	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Guntur to Tenali (sanctioned on 17th April 1913)	...	...	15·86	15·86	
GRAND TOTAL . .	...	...	...	1,047·59	
DOUBLE LINE—					
Washermenpet to Basin bridge	15-3-07	1·05			
Washermenpet to Veyasarpaudy	14-9-01	1·02			
Madras to Veyasarpaudy Junction . . .	7-4-78	2·16			
Veyasarpaudy Junction to Perambur . . .	7-2-74	1·39			
Perambur to Avadi.	1-5-77	9·54			
Avadi to Tiruvallur.	20-7-77	12·89			
Tiruvallur to Arkonam	28-8-77	16·52			
Bengal-Nagpur railway north outer signal to north facing point at Waltair.	...	0·46			
			44·24		

Details of construction—

Permanent-way.—The South-West down line, from Madras to mile 134½, and up line, from Madras, to mile 20½ are laid with 75-lb. bull-headed steel rails on cast iron pots. The remainder of the South-West line, from mile 134½ to Bangalore, the North-East line, from Basin bridge to mile 23½, and the North-West line, from Arkonam to mile 231·84, are laid with 80-lb. bull-headed steel rails on cast iron pots, except 2 miles, from mile 96 to mile 98, on the North-West line which is laid with 76-lb. bull-headed rails. The South-West up line, from mile 20½ to Arkonam, and the North-West line, from mile 231. 84 to Raichur, are laid with 75-lb. double-headed steel rails on cast iron pots. The remainder of the North-East line, from mile 23½ to end, is laid with 75-lb. flat-footed steel rails on timber and pea-pod steel sleepers. The timber sleepers are being gradually renewed by cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the latter.

Fencing.—The North-West and South-West lines are fenced throughout and the North-East line only in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Jalarpet is 1 in 159; between Jalarpet and Bangalore, 1 in 80 (except at Kuppam Ghat where it is 1 in 68 and between Bangalore cantonment and Bangalore city there is a gradient of 1 in 78); between Walajah Road and Ranipet, 1 in 150; between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 60); between Madras and Bezwada, 1 in 200; and between Bezwada and Waltair, 1 in 150.

Contracts—

Dated the 1st June 1882 (called the original contract), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of a system of railways in the South Mahratta country to be called the Southern Mahratta railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Contracts—*concld.*

Dated the 28th October 1885 (supplemental to that of 1882), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of the West Deccan railway.

Dated the 31st August 1887 (supplemental to those of 1882 and 1885), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of a line from Ranibennur to Haribar and a line from Bellary to Guntakal.

Dated the 31st August 1887 (supplemental to those of 1882, 1885 and 1887), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 27th February 1889 (supplemental to those of 1882, 1885 and 1887), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the completion and working of the Bellary-Kistna railway.

Dated the 21st August 1898 (supplemental to those of 1882, 1885, 1887 and 1889), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the working of the British section of the Guntakal-Yesvantpur railway.

Dated the 8th April 1903 (supplemental to those of 1882, 1885, the secondly mentioned contract of 1887, and that of 1889), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contracts subject to the variations and modifications thereof as therein set forth.

Dated the 16th March 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, supplemental to, and in amendment of certain particulars in, that of 1908.

Despatch from the Secretary of State, No. 66 Railway, dated the 9th August 1912, in regard to the issue of further capital by the Company.

Dated the 11th February 1914 (supplemental to that of 1908), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, in regard to the issue of debentures and debenture stock.

Dated the 20th May 1914 (supplemental to the contracts of 1882, 1885, 1887, 1889, 1898, 1903, 1908 and 1911) *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Dated the 12th August 1914 (supplemental to the contracts of 1882, 1885, 1887, 1889, 1898, 1903, 1908, 1911 and 20th May 1914) *between the Secretary of State and the Madras and Southern Mahartta Railway Company*, as to the construction, maintenance and working of the Guntur-Tenali section of the Guntur-Repalli railway as part of the undertaking of the Company.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—(*a*) Interest in sterling is guaranteed at 3½ per cent per annum on the nominal amount of capital stock, for the time being, of the Company, and is payable half-yearly by the Secretary of State, the Government being entitled to retain out of the Company's share of surplus profits for the year the rupee-equivalent of this interest. If the Company's share for the year be less than the guaranteed interest, the deficiency is not to be made good out of the Company's share of a subsequent year.

(*b*) Moneys for capital expenditure are provided at the Secretary of State's option, either by advances made by him, or by the issue of debentures or debenture stock or further capital stock of the Company: such issues can only be made with the Secretary of State's approval.

(*c*) Debentures falling due are discharged by advances made by the Secretary of State.

[NOTE.—The advances made by the Secretary of State under (*b*) and (*c*) above are, until repaid, treated as further capital contributed by him. All moneys raised by the Company on debentures or debenture stock or capital stock are applied, in the first place, to the repayment of these advances.]

(*d*) Interest due on debentures or debenture stock is paid in sterling by the Secretary of State.

[NOTE.—The rupee-equivalent of this interest is repaid to the Secretary of State out of the net earnings of each half-year.]

(iii) *Distribution of profits.*—After deducting, from the gross earnings of the Company's and State lines for the half-year, the working expenses (which include the contributions made under the rules to the Provident Fund and the haulage payable to the South Indian railway), the net earnings are applied:—

(*a*) in payment of rebate to the South Indian railway and to the Bezwada-Masulipatam railway, if any [see parenthetical note under (*c*) below];

(*b*) in repayment to the Secretary of State of the interest paid on debentures [see (ii) (*d*) above]. But the undertaking is to be credited half-yearly with a sum equal to the guaranteed interest paid on the average amount, if any, held by the Secretary of State during the half-year, of the unexpended balances of issues of capital made for the purposes of the undertaking; and,

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(*c*) the surplus is divided between the Secretary of State and the Company in proportion to the respective shares in which the capital, for the time being, (excluding debenture capital) has been contributed by them. The Secretary of State's capital is taken at a sum of £ 11¼ millions, to which is added the amount up to date of his advances; and the Company's capital at £5 millions, the amount for the time being of their share capital.

[NOTE.—25 per cent of the gross earnings derived by the Madras-Bangalore section from traffic carried over that section in South Indian railway trains is payable as haulage to the South Indian railway. In addition, the South Indian railway receives a rebate of 25 per cent of the gross earnings derived by the Madras-Bangalore section from the traffic interchanged between that section and the Jalarpet-Mangalore section, *viâ* Jalarpet.

The terms of the rebate payable to the Bezwada-Masulipatam railway are given under sub-head 6 (*d*), Bezwada-Masulipatam railway (3′ 3⅜″ gauge), [(iii) and (iv).]

(iv) *Rates and fares.*—Maxima and minima for each class and description of passengers and goods are fixed by the Government, who also prescribe the several classes and descriptions. If the Government require the Company to reduce the rates for salt below those in force on the 28th June 1908, the Company are to be compensated for any loss ensuing.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } To be conveyed on the same general conditions and at the rates in force on State railways of similar gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.— } To be conveyed on the same general conditions and at the rates in force on State railways of similar gauge.

(vi) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of the Government, which may determine the contract on the 31st December 1937, or on the 31st December in any succeeding fifth year reckoning from that date, by giving to the Company in London not less than twelve months' previous notice. Upon the termination of the contract the Company are to give the Government the possession of the railway; and the Government are to pay the Company a sum equal to the nominal amount of its share capital, *viz.*, £5,000,000, and of any additional paid up capital stock that may have been issued for the purpose of the Company's and State lines.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—The contract is determinable only as noted under (vi) above.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908 . . .	1,031·73	16,69,79,297	1,64,22,663	44,96,942	2·69	306	72·62
1909	1,031·73	17,06,51,720	1,79,85,335	72,97,315	4·28	334	59·31
1910	1,031·73	17,37,06,866	1,88,12,095	80,93,571	4·66	351	56·98
1911	1,031·73	17,73,67,663	1,96,36,910	89,15,549	5·03	366	54·60
1912	1,031·73	17,80,88,139	2,16,88,462	1,03,95,264	5·84	404	52·07
1st qr. of 1913 . .	1,031·73	17,97,20,709	59,18,814	32,68,211	1·82	441	44·74
1913-14 . .	1,031·73	18,26,82,343	2,26,70,849	1,04,31,713	5·71	423	53·99
1914-15 . .	1,031·73	18,59,51,863	2,33,73 105	1,10,00 466	5·92	436	52·94

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—

The railway was constructed by the Mysore Durbar in order to provide facilities for the gold-fields.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bowringpet to Marikuppam	1-6-94	9·88	9·88

Details of construction—

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 66.

Agreement and contract—

Agreement, dated the 1st July 1902, *between the Mysore Government and the former Madras Railway Company*, as to working and maintenance with effect from 1st January 1901.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of their own undertaking.

(iii) *Terms of working.*— } Maintenance and working expenses are calculated at the same proportion

(iv) *Distribution of profits.*— } of the gross earnings of the Branch as obtains on the Company's system, as a whole, including the Branch. But in the case of accident or damage caused by extraordinary casualty, *e.g.*, by floods, each party bears its own cost of repairs, such cost being eliminated from the Company's revenue account before the percentage of working expenses referred to above is arrived at. The Company works the Branch for the maintenance and working expenses as above, *plus* cost of new minor works and 5 per cent of the gross earnings of the Branch for the use of rolling-stock, *plus* the amount due by the Branch for use of the joint station at Bowringpet. In addition the Company receives $\frac{1}{20}$th of the balance which remains after payment of interest on the capital expenditure of the Branch incurred after the 31st December 1907. Besides the "ordinary" contribution to the Provident Fund, the Branch is liable, when it earns more than 4 per cent on its capital outlay, for a further contribution amounting to the difference between the "ordinary" contribution and 1 per cent of its net receipts.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*— } The same as from time to time obtain on the Company's lines.

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Bullion and coin.—

(vii) *Power of the Government to determine agreement.*—Nil.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Durbar to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December of any year.

(x) *Power of the Durbar to determine contract.*—Nil.

(xi) *Power of the Company to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December in any year; and also to withdraw from the agreement if sanction be accorded to the construction of a competing line to the gold-fields.

(xii) *Power of the Company to surrender contract.*—Nil.

(xiii) *Term of agreement.*—Not specified.

(xiv) *Term of contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . .	9·88	11,87,864	1,88,402	67,600	5·69	367	64·12
1906 . . .	9·88	11,96,520	2,00,400	68,275	5·71	390 411	65·93 78·60
1907 . . .	9·88	12,02,068	2,11,153	55,749	4·64	386	74·22
1908 . . .	9·88	12,07,860	1,96,191	51,095	4·23	309	66·83
1909 . . .	9·88	12,09,189	1,59,004	52,789	4·36	308	64·86
1910 . . .	9·88	12,06,368	1,55,747	54,753	4·54		
						339	63·34
1911 . . .	9·88	12,06,678	1,74,398	63,927	5·30	298	61·66
1912 . . .	9·88	12,06,635	1,58,344	58,791	4·87	358	55·07
1st qr. of 1913	9·88	12,06,635	45,990	20,664	1·71	338	62·50
1913-14 . .	9·88	12,08,566	1,73,840	65,189	5·39	346	62·88
1914-15 . .	9·88	12,09,833	1,17,599	66,006	5·46		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—

The Madras and Southern Mahratta 3′ 3⅜″ gauge railway is the former Southern Mahratta railway in amalgamation with the sections (Pakala to Dharmavaram and Katpadi to Gudur) of the South Indian railway taken over, and the lines formerly known as the Bellary-Rayadrug, Hospet-Kottur and Guntakal-Mysore Frontier railways.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Frontier to Castle Rock	3-2-88	3·63			
Castle Rock to Deuli	15-6-87	2·75			
Deuli to Dharwar	24-1-87	56·00			
Dharwar to Hospet	1-7-85	101·25			
Hospet to Bellary	24-3-84	40·51			
Bellary to Guntakal*	16-5-87	29·99			
Guntakal to Nandyal	11-7-87	90·25			* This section, which was opened throughout in 1871 as a 5′ 6″ gauge branch of the former Madras railway, was made over to the former Southern Mahratta Railway Company on 1st February 1887 and converted to 3′ 3⅜″ gauge on the 16th May 1887.
Nandyal to Cumbum	15-6-90	63·15			
Cumbum to Tadepalli	3-10-89	122·41			
Tadepalli to Beswada	...	2·97			
			512·94		
Branches—					
Harihar branch—					
Hubli to Harihar	18-10-86	81·00			
			81·00		
Bijapur branch—					
Gadag to Hotgi	1-8-84	173·08			
			173·08		
Poona branch—					
Londa to Belgaum	21-3-87	31·80			
Belgaum to Miraj	22-12-87	85·85			
Miraj to Koregaon	2-5-87	76·00			
Koregaon to Ghorpuri	18-11-86	83·07			
Ghorpuri to Poona	4-10-90	0·91			
			277·66		
Guntakal-Mysore Frontier branch—					
Guntakal to Dharmavaram	1-8-92	62·95			
Dharmavaram to Hindupur	23-4-93	49·38			
Hindupur to Mysore Frontier	17-7-93	7·27			
			119·50		
Bellary-Rayadrug branch—					
Bellary to Rayadrug	1-7-05	33·35			
			33·35		
Hospet-Kottur branch—					
Hospet to Kottur	1-4-05	43·06			
Ramandrug to Ramanamalai	1-12-06	4·97			
Nagalapuram to Fortwall	24-5-09	2·84			
Fortwall to Kanivihalli	1-10-10	6·79			
			57·66		
Katpadi-Dharmavaram branch—					
Katpadi to Pakala	18-3-91	39·48			
Pakala to Vayalpad	1-1-92	46·69			
Vayalpad to Dharmavaram	20-3-92	94·14			
			180·31		
Pakala-Gudur branch—					
Pakala to Tirupati West	18-3-91	25·05			
Tirupati West to Gudur	15-9-87	59·05			
			84·10		
Grand total	...	...	...	1,519·60	

Details of construction—

Permanent-way.—The rails in use are of 41¼-lb., 50-lb., 60-lb., and 62-lb., flat-footed steel. The sleepers are teak, sal, jamba, pine and Australian eucalyptus and steel trough.

Ballast.—The line is ballasted with stone, gravel, sand and moorum.

Fencing.—The lines from Hospet to Kottur and Bellary to Rayadrug are unfenced, those from Pakala to Dharmavaram and Katpadi to Gudur are fenced only at stations, and the rest are partially fenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 100, except on the Braganza Ghats (between miles 0 and 3 on the main line) and between Ramandrug and Kanivihalli, where the gradient is 1 in 40, and on the sections between Hospet and Kottur and Bellary and Rayadrug, where it is 1 in 60.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—*concld.*

Contracts—

This line forms part of the Madras and Southern Mahratta projected railway within the meaning of the original contract of the 1st June 1882, as supplemented by the principal contract of the 26th June 1908, the main provisions of which are stated under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working—

INCLUDES THE MADRAS AND SOUTHERN MAHRATTA RAILWAY (5′ 6″ GAUGE), 6 (*a*).

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Percentage of Company's share of net earnings (surplus profits *plus* guaranteed interest on share capital) on Company's capital.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.		
1908	2,542·85	29,85,72,872	2,82,50,979	97,96,440	3·30	85,17,070	59,81,910	5,84,312	4·28	—52,86,852	214	66·22
1909	2,545·74	30,21,59,743	2,97,72,171	1,19,36,693	3·95	91,55,944	73,25,715	5,58,508	4·24	—51,03,474	225	59·91
1910	2,552·53	30,53,87,664	3,11,30,143	1,30,92,155	4·27	92,69,791	73,25,715	8,19,124	4·59	—43,22,475	235	57·94
1911	2,552·53	31,14,03,239	3,28,27,664	1,41,77,381	4·55	94,61,902	73,25,730	11,05,276	4·97	—37,15,527	247	56·82
1912	2,552·53	31,27,88,275	3,53,32,019	1,61,36,469	5·16	96,17,034	73,25,715	16,44,270	5·69	—24,60,550	266	54·36
1st qr. of 1913.	2,551·53	31,57,33,052	96,56,648	49,61,725	1·57	24,13,007	18,31,425	7,05,509	1·82	+11,384	291	48·62
1913-14	2,552·53	32,04,96,530	3,72,78,171	1,64,35,232	5·13	1,08,91,877	73,25,715	17,59,306	5·85	—35,41,666	281	55·91
1914-15	2,551·33	32,38,92,264	3,73,07,039	1,63,30,824	5·04	1,18,13,624	73,25,715	10,73,507	5·73	—44,82,022	281	56·23

6 (*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bezwada to Masulipatam	4-2-08	49·47	
Masulipatam to Masulipatam Port (Tidal Lock)	1-1-09	2·33	
TOTAL	...	...	51·80

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on teak sleepers.
Ballast.—The line is ballasted 41 miles with stone and the remainder with sand.
Fencing.—The station yards only are fenced.
Curves.—The radius of the sharpest curve is 717 feet between Masulipatam and Tidal Lock.
Gradients.—The ruling gradient is 1 in 200.

Agreement and contract—

Agreement, dated the 4th February 1908, *between the District Board of Kistna and the Madras and Southern Mahratta Railway Company*, as to maintenance and working, having effect from the 4th February 1908, the date of opening of the Branch.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Government free of cost.
(ii) *Government aid.*—
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
The line (which is the property of the District Board of Kistna) is maintained and worked as an integral part of the Company's system by the Madras and Southern Mahratta Railway Company, who provides the rolling-stock and other appliances, etc., necessary thereunto.

For these services the Company is to receive half-yearly 45 per cent of the gross earnings of the Branch; the balance, after meeting the cost of new minor works, being handed over to the District Board.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m).}}$ **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*d*) Bezwada-Masulipatam railway (5′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contract—*concld.*

By way of rebate the Company is to pay to the District Board, in respect of and at the end of each year, such a sum not exceeding in any year 10 per cent of the share attributable to the Company's system of the gross earnings from traffic (except stores) interchanged between the Company's system and the Branch railway as shall, together with the net earnings of the Branch for such year, make up an amount equal to interest for the year at the rate of 3½ per cent on the actual expenditure charged in its capital account.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.—
} The same as from time to time obtain on the Madras and Southern Mahratta railway.

(vii) *Power of the Government to determine agreement.*—The Government may purchase the Branch line at the expiry of 30 years, or at subsequent periods of 10 years, on twelve months' notice given, at a price 25 times the yearly average net earnings (excluding rebate payments) of three years preceding the purchase, subject to a maximum price of 120 and a minimum of 100 per cent of cost price on a rupee basis.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Kistna District Board to determine agreement.*—
(x) *Power of the Kistna District Board to determine contract.*—
} Nil.

(xi) *Power of the Company to determine agreement.*—
(xii) *Power of the Company to surrender contract.*—
} Nil.

(xiii) *Term of agreement* [*if not determined under* (vii)].—Not specified.

(xiv) *Term of contract* [*if not determined under* (viii)].—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	49·47	20,92,813	2,72,338	1,49,783	7·48	117	45·00
1909	51·80	21,24,465	3,29,527	1,80,804	8·51	122	45·13
1910	51·80	21,56,748	3,07,417	1,66,821	7·73	114	45·73
1911	51·80	21,82,641	2,89,551	1,57,954	7·24	107	45·45
1912	51·80	21,98,743	3,31,267	1,81,732	8·27	123	45·14
1st qr. of 1913 . . .	51·80	21,99,608	94,771	52,124	2·37	141	45·00
1913-14	51·80	22,04,271	3,53,514	1,94,187	8·81	131	45·07
1914-15	51·80	22,03,935	4,06,330	2,23,174	10·13	151	45·08

5(*e*) Birur-Shimoga railway (5′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Birur to Shimoga	1-12-99	37·92	37·92

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Agreement and contract—

Agreement, dated the 2nd December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company*, as to maintenance and working the Shimoga railway, with effect from 1st December 1899, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company.*

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

6 (*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)—*concld.*

Agreement and contract—*concld.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of its own undertaking.

(iii) *Terms of working* — } Maintenance and working expenses are calculated at the same propor-

(iv) *Distribution of profits.*— } tion of the gross earnings of the Shimoga railway as (excluding the cost of new minor works attributable to the Mysore State lines and debitable direct to each of those railways to which the works pertain) obtains on the Company's system as a whole, *plus* 5 per cent of the gross earnings of the Shimoga railway for the use of the Company's rolling-stock with effect from 1st July 1908, *plus* the cost of new minor works, in each half-year. And in addition thereto the Company is, as from the 1st July 1908, entitled to $\frac{1}{2}\frac{1}{0}$th of the surplus of the net earnings of the Shimoga railway, after payment thereout of the interest payable on any capital expenditure incurred in respect of that line after the 31st December 1907. The residue is to be paid by the Company to the Durbar.

(v) *Rates and fares.*— } The same rates as from time to time obtain on the

(vi) *Special obligations as to the conveyance of.*— } Madras and Southern Mahratta railway. Except

(*a*) Mails, troops, police, high Government officials and Government stores.— } when specially sanctioned by the Government, no

(*b*) Government bullion and coin.— } terminal charge is to exceed 3 pies per maund leviable only at stations of origin and destination.

(vii) *Power of the Government to determine agreement.*—If not determined by the Durbar or the Company sooner, *vide* (ix) and (xi), then the agreement terminates simultaneously with the principal contract between the Secretary of State and the Company, dated the 26th June 1908.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Durbar to determine agreement.*—The Durbar may determine the agreement on the 1st January or 1st July in any year after the year 1904 on 12 months' notice given.

(x) *Power of the Durbar to determine contract.*—Nil.

(xi) *Power of the Company to determine agreement.*—As noted under (ix).

(xii) *Power of the Company to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(xiii) *Term of agreement.*—As noted under (vii).

(xiv) *Term of contract.*—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . . .	37·92	23,98,543	80,672	31,102	1·30	41	61·45
1906 . . .	37·92	23,94,973	1,11,176	44,988	1·88	56	59·53
1907 . . .	37·92	23,94,973	1,36,926	57,150	2·39	69	58·26
1908 . . .							
1909 . . .							
1910 . . .							
1911 . . .							
1912 . . .	Included with the Mysore section (Madras and Southern Mahratta), 6 (*f*).						
1st qr. of 1913. .							
1913-14 . . .							
1914-15 . . .							

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$ **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

6 (*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
	2	3	4
Dronachellam to Kurnool	1-1-09	32·00	32·00

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. second-hand flat-footed steel rails and old pattern second-hand steel sleepers.

Ballast.—The ballast consists of sand throughout.

Fencing.—The station yards only have been fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 15th September 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to maintenance and working with effect from 1st January 1909.

Main provisions of agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*— } The line was constructed by the agency of the Madras and Southern Mahratta
(iii) *Terms of working.*— } Railway Company from funds supplied by the Government, whose property it absolutely is and who will provide any land and all moneys that may, at any time, be required for the purposes of capital expenditure on the Dhone-Kurnool railway. Subject to the general control of Government in every respect, the line is maintained, stocked and worked by the Company, for and on behalf of the State, on the following terms and conditions.

The gross receipts of the Dhone-Kurnool railway are charged with—

(*a*) the actual cost of maintenance of way and works (including revenue new minor works mentioned in clause 18), other than general supervision usually chargeable to Abstract A of the Standard form of Revenue Account prescribed for use on the Company's railway ;

(*b*) a share of the other half-yearly working expenses of the Company's railway system (excluding the cost of Government supervision and control for which no such charge will be levied against the Company in respect of the working of the Branch, but including the cost of general supervision usually chargeable to Abstract A), calculated at the same proportion of the gross receipts of the Branch as obtains on the Company's system, including the Branch, as a whole ;

(*c*) 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock ;

(*d*) Rent and maintenance of works, buildings and premises within the limits of Dronachellam Junction station as indicated in clause 12.

(iv) *Distribution of profits.*—After deducting from the gross receipts of the Branch railway the working expenses above mentioned, the balance belongs to the Government.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*— } Subject to the same maxima and minima, rules,
(*a*) Mails, troops, police, high Government officials and Government stores.— } conditions and arrangements as from time to time obtain on the Madras and Southern Mahratta Railway Company's railways.
(*b*) Government bullion and coin.— }

(vii) *Power of the Government to determine agreement.*— } Determinable by either party on the 30th June
(viii) *Power of the Company to determine agreement.*— } or 31st December of any year on six months' notice given.

(ix) *Term of agreement.*—Not specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1909 . .	32·00	9,25,342	1,29,768	47,128	5·09	28,239	+18,889	78	63·68
1910 . .	32·00	9,50,923	99,240	33,653	3·54	31,918	+ 1,734	60	66·09
1911 . .	32·00	9,74,171	1,10,927	29,077	2·98	32,650	— 3,573	67	73·79
1912 . .	32·00	10,05,422	1,18,005	39,279	3·91	34,147	+ 5,131	71	66·71
1st qr. of 1913.	32·00	10,06,675	24,179	13,696	1·36	8,554	+ 5,142	82	59·93
1913-14 .	32·00	10,08,750	1,23,739	44,572	4·45	34,914	+ 9,958	74	63·74
1914-15 .	32·00	10,07,689	1,12,693	40,775	4·05	35,280	+ 5,495	68	63·82

6 (*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Yesvantpur to Dodballapur	15-12-92	19·93	
Dodballapur to Mysore Frontier	17-9-93	31·42	
Total .	...	...	51·35

Details of construction—

Permanent-way.—The rails on the ghât section are 50-lb. flat-footed steel, State railway type, and 41½-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghât section.

Agreement and contract—

Agreement, dated the 2nd December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company*, having effect from 17th September 1893, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company*, noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (*e*), Birur-Shimoga railway (3′ 3⅜″ gauge).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	51·35	24,88,944	3,73,993	1,54,672	6·22	149	58·50
1906	51·35	25,00,014	4,03,396	1,63,783	6·55	151	59·40
1907	51·35	25,00,014	3,58,710	1,55,486	6·22	132	56·04
1908							
1909							
1910							
1911	Included with the Mysore section (Madras and Southern Mahratta), 6 (*f*).						
1912							
1st qr. of 1913							
1913-14 . . .							
1914-15 . . .							

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$ **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*k*) Kolhapur State railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kolhapur to Miraj	21-4-91	29·27	29·27

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on steel trough sleepers.
Ballast.—The line is ballasted throughout with gravel and sand.
Fencing.—The line is unfenced except for a very short length.
Curves.—There are no curves with a radius of less than 1,000 feet.
Gradient.—The ruling gradient is 1 in 100.

Agreement and contract—

Agreement, dated the 17th July 1891, *between the Kolhapur Durbar and the old Southern Mahratta Railway Company*, as to maintenance and working, having effect from 21st April 1891.
Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement, subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Kolhapur Durbar at the cost of capital.
(ii) *Government aid.*—The line is the property of, and was constructed by, the Kolhapur Durbar, who supply funds for any necessary additions thereto. It is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company.
(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } From the total expenses of maintaining and working the Company's system, including the Kolhapur State railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Kolhapur State railway are then deducted the charges for new minor works and the proportion of working expenses attributable to that line as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.—*
(vi) *Special obligations as to the conveyance of.—*
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*c*) Government bullion and coin.— } The same as, for the time being, are in force on the Madras and Southern Mahratta railway.
(vii) *Power of the Government to determine agreement.*—Not specified.
(viii) *Power of the Durbar to determine agreement.*— } The agreement is terminable upon 6 months'
(ix) *Power of the Company to determine agreement.*— } notice from either party to the agreement.
(x) *Power of the Government to determine contract.*— } As in the case of 6 (*a*), Madras and Southern
(xi) *Power of the Company to determine contract.*— } Mahratta railway (5′ 6″ gauge).
(xii) *Power of the Durbar to determine contract.*—Nil.
(xiii) *Term of agreement.*—As against (viii) and (ix).
(xiv) *Term of contract.*—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . .	29·27	23,26,251	1,70,404	69,452	2·98	112	59·25
1906 . . .	29·27	23,26,251	1,76,234	71,811	3·09	116	59·25
1907 . . .	29·27	23,26,251	1,81,886	77,249	3·32	119	57·53
1908 . . .	29·27	23,26,251	2,22,260	88,154	3·79	146	60·34
1909 . . .	29·27	23,26,251	2,26,772	91,612	3·94	149	59·60
1910 . . .	29·27	23,26,251	2,53,956	1,10,093	4·73	167	56·65
1911 . . .	29·27	23,26,251	2,79,662	1,23,398	5·30	184	55·88
1912 . . .	29·27	23,26,251	3,17,453	1,47,272	6·33	209	53·61
1st qr. of 1913 .	29·27	23,26,251	1,04,978	54,628	2·35	276	47·96
1913-14 . . .	29·27	23,26,251	3,41,236	1,53,844	6·61	224	54·92
1914-15 . . .	29·27	23,26,251	3,10,588	1,38,449	5·95	204	55·42

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*i*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Nanjangud	1-12-91	15·04	
Nanjangud to Nanjangud town	12-7-99	0·76	
Total	...	...	15·80

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 89.

Agreement and contract—

Agreement, dated the 14th December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company*, as to the maintenance and working of the Nanjangud railway, having effect from the 1st December 1891, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (*e*), Birur-Shimoga railway (3′ 3⅜″ gauge), with the following exception, *viz.*,—

(ix) *Power of the Durbar to determine agreement.*—On the 1st January or 1st July in any year on 6 months' notice given.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	15·80	6,56,462	44,174	18,015	2·74	54	59·22
1906	15·80	6,56,462	49,946	20,559	3·13	61	58·84
1907	15·80	6,56,462	38,827	16,040	2·44	47	58·69
1908							
1909							
1910							
1911	Included with the Mysore section (Madras and Southern Mahratta), 6 (*j*).						
1912							
1st qr. of 1913							
1913-14							
1914-15							

6(*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Mandya	25-2-83	27·97	
Mandya to Channapatna	20-3-81	23·81	
Channapatna to Bangalore	1-2-81	34·75	
Bangalore to Tumkur	11-8-84	43·00	
Tumkur to Gubbi	26-12-84	11·90	
Gubbi to Birur	12-8-89	76·57	
Birur to Harihar	21-2-89	79·68	
Total	...	...	296·28

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. and 60-lb. flat-footed steel rails, with the exception of about 2·75 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Contracts—

Dated the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contract subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts—

(i) *Land.*—Provided by the Government on behalf of the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The railway, which (as between the Government and the Company, and without prejudice to any arrangements between the former and the Mysore Durbar) is declared to be absolutely the property of the Government, was constructed and equipped with rolling-stock and all other appliances necessary thereunto, and is maintained and worked by the Madras and Southern Mahratta Railway Company, on behalf of the Government. All funds for capital expenditure are provided by the Durbar, under capital expenditure being included the cost of stores.

Government guarantee interest in sterling, payable half-yearly on the 1st April and 1st October, at the rate of 4 per cent per annum on the sum of £1,200,000, the nominal amount of debenture stock issued by the Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*—

From the joint working expenses of the entire system are first deducted certain "direct" charges, *viz.*, on account of new minor works, Government supervision and control, payment for use of rolling-stock and for use of joint stations; these "direct" charges being payable in their entirety by the railways incurring them. The balance of the joint working expenses is then divided as between the whole system and the Mysore section in proportion to gross earnings of each. The share of the Mysore section thus arrived at, added to the "direct" charges incurred on that section, form the working expenses of the Mysore section.

The gross receipts attributable to the Mysore section are applied—

(*a*) in discharge of the working expenses arrived at as above, and

(*b*) in payment of interest at 4 per cent on capital expenditure incurred on the section since 31st December 1907;

(*c*) the surplus being divided between the Government (on behalf of the Durbar) and the Company in the proportion of 19/20 and 1/20, respectively.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores—

(*b*) Government bullion and coin—

(vii) *Power of the Government to determine contract.*—

(viii) *Power of the Company to determine contract.*—

(ix) *Term of contract.*—

As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1887 will be found in Appendix 38 to the Report for 1907.)—

Includes the Birur-Shimoga, Hindupur (Yesvantpur-Mysore Frontier) and Mysore-Nanjangud railways, from 1908.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1887	139·75	91,36,438	5,13,259	1,40,723	1·54	6,70,364	35,018	—5,65,159	71	72·58
1888	139·75	1,25,76,692	5,70,657	1,34,031	1·07	6,94,210	33,607	—5,93,786	79	76·51
1889	290·00	1,44,24,093	8,06,273	2,19,813	1·52	7,07,500	54,991	—5,42,678	72	75·47
1890	296·00	1,47,11,610	11,86,318	2,59,084	1·76	6,48,733	64,772	—4,54,421	77	78·16
1891	296·00	1,50,76,285	13,24,525	4,39,280	2·91	6,54,850	1,09,760	—3,25,330	86	66·83
1892	296·00	1,46,36,205	13,99,463	4,43,427	3·03	7,29,624	1,10,863	—3,97,060	91	68·31
1893	296·00	1,46,42,217	16,83,203	6,74,562	4·61	7,70,439	1,68,171	—2,64,048	109	59·92
1894	296·00	1,47,60,293	14,45,412	4,77,149	3·23	8,38,525	1,19,089	—4,80,415	94	66·99
1895	296·00	1,49,22,452	15,78,231	6,29,385	4·22	8,70,947	1,56,931	—3,98,493	103	60·12
1896	296·00	1,51,08,257	15,84,961	6,76,976	4·48	8,21,588	1,69,189	—3,13,801	103	57·29
1897	296·00	1,51,99,757	18,80,019	7,96,285	5·25	7,75,708	2,00,031	—1,77,454	122	57·54
1898	296·00	1,55,07,319	13,92,851	4,13,421	2·67	7,38,461	1,02,680	—4,27,720	90	70·32
1899	296·00	1,56,75,416	10,60,469	3,29,033	2·10	7,21,117	82,076	—4,74,160	69	68·97
1900	296·00	1,58,70,510	13,76,391	4,71,201	2·97	7,18,200	1,18,888	—3,65,887	89	65·77
1901	296·36	1,60,14,879	14,33,240	4,07,791	2·55	7,22,244	1,01,860	—4,16,313	93	71·55
1902	296·22	1,60,76,009	15,97,046	5,58,082	3·47	7,21,062	1,39,538	—3,02,518	104	65·06
1903	296·22	1,62,34,903	15,35,270	5,82,296	3·59	7,20,000	1,46,012	—2,83,714	100	62·07
1904	296·22	1,62,59,794	15,35,324	5,63,067	3·47	7,20,000	1,40,940	—2,97,273	103	64·44
1905	296·22	1,64,76,981	17,90,901	6,98,051	4·24	7,20,000	1,73,883	—1,95,832	116	61·02
1906	296·22	1,65,59,502	18,48,348	7,19,072	4·34	7,20,000	1,79,500	—1,80,428	120	61·10
1907	296·22	1,70,31,855	21,57,636	8,44,427	4·96	7,20,000	2,11,472	—87,045	140	60·88
1908	401·29	2,29,75,788	30,71,949	11,66,353	5·08	9,64,949	1,51,026	+1,50,378	147	62·03
1909	401·29	2,32,36,445	26,71,013	10,67,326	4·59	10,48,598	55,369	—31,656	128	60·04
1910	401·29	2,35,17,190	26,00,296	11,28,684	4·80	10,48,897	57,763	+22,024	134	59·70
1911	401·29	2,36,85,896	28,55,654	12,07,863	5·10	10,60,843	61,457	+85,563	137	57·70
1912	401·29	2,37,80,303	33,53,931	14,93,756	6·28	10,63,291	75,262	+3,55,203	161	55·46
1st qr. of 1913.	401·29	2,40,63,067	9,40,540	4,75,274	1·98	2,67,455	24,132	+1,83,687	180	49·47
1913-14	401·35	2,43,70,036	36,51,923	15,89,726	6·52	10,75,537	79,336	+4,34,333	175	56·47
1914-15	401·35	2,42,44,450	34,77,899	14,82,838	6·12	10,83,776	73,981	+3,25,081	167	57·36

6 (*k*) Sangli State railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Miraj Junction to Sangli	1-4-07	4·90	4·90

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—Ballast is chiefly moorum.

Fencing.—The line is not fully fenced, but only where necessary.

Curves.—The sharpest curve has a radius of 1,011 feet.

Gradients.—The ruling gradient is 1 in 80.

Agreements and contract—

Agreement, dated the 17th July 1907, *between the Sangli Durbar and the former Southern Mahratta Railway Company,* as to the construction of the Sangli State railway.

Agreement, dated the 17th July 1907, *between the Sangli Durbar and the former Southern Mahratta Railway Company,* as to the maintenance and working of the Sangli State railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$ **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*k*) Sangli State railway (3′ 3⅜″ gauge)—*concld.*

Agreements and contract—*concld.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreements subject to the variations and modifications thereof as therein set forth.

Main provisions of agreements and contract—

(i) *Land.*—Provided by the Sangli Durbar free of cost.

(ii) *Government aid.*—The Sangli State railway was constructed by the former Southern Mahratta Railway Company from funds supplied by the Durbar, whose property it is and who will provide all further funds that may be necessary for new works chargeable to Capital. The Branch is maintained, stocked and worked by the Company.

(iii) *Terms of working.*— } From the total expenses of maintaining and working the Company's
(iv) *Distribution of profits.*— } system, including the Sangli State railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Sangli State railway are then deducted the charges for new minor works and the proportion of working expenses attributable to the Branch as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.—
} The same as, for the time being, are in force on the Madras and Southern Mahratta railway.

(vii) *Power of the Government to determine agreement.*—Not specified.

(viii) *Power of the Durbar to determine agreement.*— } The agreement is terminable at the end of any
(ix) *Power of the Company to determine agreement.*— } year upon 6 months' notice from either party to the agreement.
(x) *Term of agreement.*—As against (viii) and (ix).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	4·90	1,27,770	19,565	9,011	6·27	102	59·10
1908 . . .	4·90	1,66,332	33,321	13,402	8·05	131	59·78
1909 . . .	4·90	1,69,903	40,733	15,712	9·25	160	61·43
1910 . . .	4·90	1,75,091	43,136	16,176	10 23	169	57·86
1911 . . .	4·90	1,77,254	43,863	19,276	10·87	172	56·05
1912 . . .	4·90	1,77,787	39,197	18,124	10·19	154	53·76
1st qr. of 1913 .	4·90	1,77,787	10,915	5,680	3·19	171	47·96
1913-14 . .	4·90	1,77,787	39,860	17,956	10·10	156	54·95
1914-15 . .	4·90	1,77,787	38,358	16,980	9·52	151	55·86

6 (*l*) West of India Portuguese railway (3′ 3⅜″ gauge)—

Chairman.—Ernest E. Sawyer, Esq., M.A.
Secretary.—George K. Wasey, Esq.
Offices.—4, Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mormugao Harbour to Sonaulim	17-1-87	41·00	
Sonaulim to the Portuguese frontier	3-2-88	10·10	
Total.	...	...	51·10

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*l*) West of India Portuguese railway (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 62-lb. flat-footed steel rails on creosoted pine, sál, teak and jamba sleepers.
Ballast.—The line is ballasted throughout with laterite and blue stone.
Fencing.—The line is partially fenced.
Curves.—The sharpest curve is of 720 feet radius.
Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

Contracts and agreement—

Contract, dated the 18th April 1881, *between the Portuguese Government and the West of India Portuguese Railway Company*, as to the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

Contract, dated the 19th December 1892, *between the Portuguese Government and the West of India Portuguese Railway Company*, providing for the guarantee of interest on the Company's capital in consequence of the cessation of the annual subsidy of Rs. 4,00,000, which was formerly paid by the British to the Portuguese Government and hypothecated by the latter to the Company.

Agreement, dated the 21st August 1902, *between the former Southern Mahratta Railway Company and the West of India Portuguese Railway Company*, as to the maintenance and working of the railway from Mormugao to the Portuguese Frontier and the harbour at the Port of Mormugao.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contracts and agreement, subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Portuguese Government free of cost to the West of India Portuguese Railway Company.

(ii) *Government aid.*—Guarantee by the Portuguese Government of interest in sterling at 5 per cent per annum on £800,000, and at 6 per cent per annum on any additional capital. The interest is secured (*a*) on any annual subsidy payable by the British or the British Indian Government to the Portuguese Government, and (*b*) on the Abkari (excise) duties levied in Goa. Any deficiency is, however, to be made up by the Portuguese Government from other sources.

The line, which is the property of the West of India Portuguese Railway Company, is maintained and worked by the Madras and Southern Mahratta Railway Company as part of the latter's undertaking, except as to further capital expenditure which is provided by the Portuguese Government.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } *As between the Madras and Southern Mahratta and West of India Portuguese Railway Companies.*—*Railway* revenue expenses are in the first instance paid by the Madras and Southern Mahratta Railway Company. Separate half-yearly accounts are kept of the gross earnings respectively of the Madras and Southern Mahratta railway and the West of India Portuguese railway. The gross working expenses of the combined railways (excluding revenue expenditure on new minor works which is borne entirely by the railway—whether, the Madras and Southern Mahratta or the West of India Portuguese—incurring it and is in either or both cases excluded from the joint working expenses, and interest payable by the Madras and Southern Mahratta Railway Company on the capital cost of telegraph lines equipped and owned by the Government of India) are borne by the two Companies in the proportion of their respective gross earnings for each half-year.

As to *Harbour* receipts and expenses, a separate account is kept of all sources of revenue at the Port of Mormugao. The amount chargeable by the Madras and Southern Mahratta Railway Company for maintenance and working is actuals, *plus* 10 per cent thereon for superior supervision, subject to the proviso that if in the aggregate they (without the sanction of the West of India Portuguese railway) exceed the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899, any such excess is to be annulled, or reduced as much as possible by a corresponding diminution in the charge for supervision.

The profits arising from the West of India Portuguese railway, being the excess of earnings over working expenses so calculated, are to be paid half-yearly by the Madras and Southern Mahratta Railway Company to the West of India Portuguese railway.

NOTE.—At the desire of the Board of the West of India Portuguese Railway the Secretary of State has agreed to 80 per cent of the net earnings of each month being paid to the Joint Representative in India as soon as the accounts of each month are completed. (India Office letter No. P.W.-2962, dated the 27th December 1912).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$ **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*l*) West of India Portuguese railway (3' 3½"gauge)—*contd.*

Main provisions of contracts and agreement—*contd.*

(v) *Distribution of profits as between the Portuguese Government and the West of India Portuguese Railway Company.*—The surplus profits in any year, after payment of the guaranteed interest for that year, are to be divided equally between the Portuguese Government and the West of India Portuguese Railway Company.

(vi) *Rates and fares.*—The maximum rates and fares to be fixed with the consent of the Portuguese Government, and not to exceed the maxima on the Great Indian Peninsula railway; they are also subject to the maxima and minima prescribed in the contracts between the Secretary of State for India and the Madras and Southern Mahratta Railway Company.

(vii) *Special obligations as to the conveyance of.*—

(*a*) Mails, both British and Portuguese.—To be conveyed on the West of India Portuguese railway upon the terms of the Treaty of 1878.

(*b*) Portuguese Government troops, officials, and Government stores.—To be conveyed on the West of India Portuguese railway on the same conditions as on Indian State railways.

(viii) *Power of the Portuguese Government to determine contract.*—The Portuguese Government may purchase the railway and all other works—

(*a*) at any time by giving six months' notice;

(*b*) at any time after the expiration of the first 30 years from the date of opening of the railway or any section thereof, by giving two years' notice.

In the first case the Portuguese Government must pay to the Company in London a sum in sterling not less than the amount actually expended by the Company on the railway and other works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores.

In the second case the price to be paid by the Portuguese Government is a sum in sterling equal to the amount of the value of all the shares, debentures and stock of the Company, calculated according to the mean market value in London during the three years immediately preceding the expiration of the two years' notice (such sum not to be less than the amount actually expended by the Company on the railway and other works), *plus* the value of the rolling-stock, machinery, station appliances and stores.

At the expiration of the term of the contract [99 years, see (xii),] the line becomes the property of the Portuguese Government, but the rolling-stock, machinery, station appliances and stores, and any other movable property or plant, have to be paid for at their fair value.

(ix) *Power of the West of India Portuguese Railway Company to surrender contract.*—The West of India Portuguese Railway Company may make over the railway and works to the Portuguese Government—

(*a*) in the event of failure on the part of the Portuguese Government to pay the guaranteed interest in full, by giving six months' notice;

(*b*) at any time after the expiration of the first 30 years from the date of opening of any section of the line without renewal of the Treaty of 1878, by giving two years' notice.

In the first case the West of India Portuguese Railway Company would be entitled to receive from the Portuguese Government, in sterling, the amount actually expended on the railway and works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores: in the second case, the same amount, less the additional 10 per cent on the expenditure on the railway and works.

(x) *Power of the Madras and Southern Mahratta Railway Company to determine agreement.*—
(xi) *Power of the West of India Portuguese Railway Company to determine agreement.*— } Determinable by either party at the end of two years from the 1st July 1902 (the date on which it came into force) on 6 months' notice given, reckoned either from the 30th June or the 31st December next after the delivery of such notice.

Upon the determination of the agreement the Madras and Southern Mahratta Railway Company to surrender to the West of India Portuguese Railway Company the railway and harbour and their equipment, etc., and to pay to the latter all money held on account of the railway.

(xii) *Term of contract* [*if not determined under* (ix), (x) *or* (xi)].—99 years from the date of opening of the line.

(xiii) *Term of agreement* [*if not determined under* (x), *or* (xi)].—The term of agreement is 5 years, unless extended* with the consent of both parties, when the West of India Portuguese Railway Company have the right to resume the working of their line and harbour.

* Since extended to 30th June 1912, and then further extended to 30th June 1917, *vide* Despatch from the Secretary of State No. 42 Railway, dated the 17th May 1912.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.***

6 (*l*) West of India Portuguese railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907-)—

Includes the Harbour works.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . .	51·10	1,61,71,059	6,23,125	2,20,841	1·37	234	64·50
1906 . .	51·10	1,63,13,911	6,23,616	2,06,948	1·28	234	66·49
1907 . .	51·10	1,63,13,911	11,01,877	4,58,591	2·81	415	58·38
1908 . .	51·10	1,70,71,489	10,64,804	3,92,394	2·30	401	63·15
1909 . .	51·10	1,75,93,058	9,60,235	3,75,092	2·13	361	60·93
1910 . .	51·10	1,76,70,672	12,64,030	5,42,226	3·07	476	57·10
1911 . .	51·10	1,77,41,327	12,20,715	5,33,068	3·00	459	56·35
1912 . .	51·10	1,83,24,990	9,91,479	4,12,657	2·25	374	58·38
1st qr. of 1913.	51·10	1,84,16,306	2,93,648	1,20,147	0·65	442	59·08
1913-14 . .	51·10	1,87,62,134	11,76,901	5,24,123	2·84	443	55·47
1914-15 . .	51·10	*1,90,86,222	8,51,382	3,47,889	1·83	321	59·14

* Original capital up to 31st December 1901, £21,349,058-2-5 @ 1s. 3d. per rupee = ... Rs. 1,61,88,697
Expenditure by Portuguese Government on Improvements of line and harbour up to 31st March 1915. ... 28,97,525
Total ... 1,90,86,222

6 (*m*) Tenali-Repalli railway (5′ 6″ gauge)—

The construction of this line at the cost of the District Board of Guntur was sanctioned in Railway Board's Notification No. 110, dated the 9th April 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tenali to Repalli (sanctioned on 9th April 1913)	...	21·10	21·10

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (e)}$. NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—

Chairman—Charles Albert Winter, Esq.
Secretary—M. T. Walker, Esq.
Offices—Winchester House, 50, Old Broad Street, London, E.C.
Date of registration of the Company—24th December 1883.

Lines comprised in the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)	330·13	...	330·13
(*b*) Bezwada Extension railway (5′ 6″ gauge)	20·58	...	20·58
(*c*) Hingoli Branch railway (3′ 3⅜″ gauge)	50·31	...	50·31
(*d*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)	391·13	...	391·13
(*e*) Secunderabad-Gadwal railway (3′ 3⅜″ gauge)	...	116·29	116·29
Total	792·15	116·29	908·44

Running powers—

Home line over foreign line :—

From 642 feet within the Bezwada distant signal to Bezwada station, Madras and Southern Mahratta railway, North East line, for passenger and goods trains	0·89

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State Railway agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Wadi junction to Secunderabad	9-10-74	115·45*			* Of this 5·8 miles, Secun derabad to Hyderabad, are of mixed (5′ 6″ and 3′ 3⅜″) gauge
Secunderabad to Warangal	8-4-86	86·66			
Warangal to Dornakal	1-1-88	52·66			
Dornakal to Bona Kalu	5-8-88	31·99			
Bona Kalu to the British frontier	10-2-89	23·54			
			310·30		
Branches—					
Hyderabad branch—					
Husain Sagar to Hyderabad	9-10-74	3·57			
			3·57		
Mineral branch—					
Dornakal to Singareni Coal-fields	1-1-88	16·26			
			16·26		
Total	...	...	...	330·13	

Details of construction—

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails, 42 miles being on cast iron pot sleepers and the remaining 5 miles on cast iron chairs and jarrah sleepers. The next 9 miles are laid with 85-lb. flat-footed steel rails on steel sleepers and the following 56 miles with 85-lb. flat-footed rails on jarrah sleepers. The section between Begampet and mile 234 is laid with 85-lb. flat-footed steel rails on steel sleepers, with the exception of the mixed (5′ 6″ and 3′ 3⅜″) gauge line from Secunderabad to Hyderabad and the 5′ 6″ gauge line from mile 196½ to mile 208¼, which has wooden sleepers under the same section of rail. Miles 234 to 306 are laid with 66½ lbs. rails and steel peapod sleepers, and miles 306 to the British frontier, with jarrah sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100 on the Hyderabad-British Frontier section and 1 in 150 on the Wadi-Husain Sagar section.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$ **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—*contd.*

Contract and agreement—

Contract, dated the 27th December 1883, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited*, as to the acquisition, management, maintenance and working of the line from Wadi to Hyderabad and Secunderabad, the construction, etc., of certain 5′ 6″ gauge extensions and the preferential right to construct all new railways in His Highness the Nizam's territories.

Agreement, dated the 16th March 1897, (supplemented to the contract of 1883), *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company Limited*, as to the construction, management, maintenance and working, by the Company, of the Hyderabad-Godavari Valley railway.

Letter No. 257, dated the 7th March 1903, from the Nizam's Government to the Railway Company as to rates and fares.

Main provisions of contract and agreement—

(i) *Land.*—Provided by the Nizam's Government free of cost to the Company.

(ii) *Government aid.*—Guarantee of interest in sterling, at 5 per cent per annum on the Company's share (£2,000,000) and debenture (£1,500,000) capital for 20 years, from the date on which such capital is paid up. The guarantee in the case of the share capital ceased on the 25th June 1904, but the guarantee in respect of debenture capital, ceased or ceases, on various dates ranging from 30th June 1904 to 31st January 1928. There have been further issues of debentures, amounting in all to £1,000,000 but on these no guarantee on the part of the Nizam's Government exists.

(iii) *Distribution of profits.*—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter interest for each year, at the rate of 5 per cent on the share and debenture capital, is to be the first charge against the net earnings of such half-year or year. Of any residue, either before or after the cessation of the guarantee, one half is to be applied in payment to the Nizam's Government of guaranteed interest not previously recouped and in payment of any other sums owing by the Company to the Nizam's Government, and the other half is to be retained by the Company. When the Nizam's Government has been reimbursed all sums paid under the guarantee, together with simple interest thereon at 5 per cent per annum, the Company is to be entitled to the whole of the net earnings.

(iv) *Rates and fares.*—Not to exceed those from time to time prevailing on the Great Indian Peninsula railway, unless otherwise agreed between the Nizam's Government and the Company. [By letter No. 257, dated the 7th March 1903, from the Secretary to His Highness's Government in the Financial Department to the Agent and Chief Engineer of His Highness the Nizam's Guaranteed State Railways Company, the provisions in this respect of the agreement of 1883 have been modified so as to permit the Company to levy such rates and fares as are not in excess of those which obtained on the Great Indian Peninsula railway at the date of that agreement.]

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails and Post Office servants of both the Nizam's Government and the Government of India.—To be conveyed free of charge.

(*b*) Troops, officials, and Government stores.—Troops and officials of both the Nizam's Government and the Government of India to be conveyed at special rates; stores at the lowest rates ordinarily chargeable.

(*c*) Bullion and coin.—At special rates.

(vi) *Power of the Government to determine agreement.*—In the event of any breach by the Company of any of the provisions of the agreement, the Nizam's Government may give the Company in London six months' notice of its intention to determine the agreement; and unless the breach shall be remedied within the 6 months, the Nizam's Government may determine the agreement and assume possession of the railway, paying the Company in London in sterling so much of the capital as shall be unredeemed.

The Nizam's Government may also terminate the agreement and purchase the railway, rolling-stock, etc., on the 1st January 1934, or 1st January 1954, by giving 12 months' notice in London. On the day on which the railway is thus acquired the Nizam's Government is to pay to the Company, in sterling in London, the amount of the unredeemed capital, *plus* a bonus of 25 per cent.

At the end of the full term of 99 years, if the agreement continues so long, the land in the possession of the Compny, with the railway, buildings, works, and fixed machinery, will revert to the Government free from all debts and charges, but the rolling-stock, plant, movable machinery and stores must be purchased by the Government at their fair value.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads (a) to (e)}}$ **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*a*) Nizam's Guaranteed State railway (5′-6″ gauge)—*concld.*

Main provisions of contract and agreement—*concld.*

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement [if not determined under* (vi) *or* (vii)].—99 years from the date on which the extension from Hyderabad towards Bezwada was opened throughout, *viz.*, 10th February 1889.

Statistics of working (Those for the periods prior to 1885 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expense to earnings
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1885	117·10	2,47,70,833	11,13,950	4,87,024	1·97	178	56·27
1886	205·37	2,89,19,499	13,81,077	6,94,524	2·40	143	49·71
1887	205·37	3,27,45,397	15,48,891	5,52,905	1·69	143	64·30
1888	305·71	3,54,89,073	17,76,075	7,57,467	2·13	118	57·35
1889	329·20	3,59,09,620	22,57,463	7,69,208	2·14	129	65·93
1890	329·20	3,76,96,721	25,07,268	10,39,590	2·76	145	58·54
1891	329·20	3,94,81,752	27,76,437	12,57,860	3·19	151	54·70
1892	329·20	3,95,48,295	27,80,642	13,24,959	3·35	161	52·35
1893	330·13	4,01,96,909	30,61,605	14,36,451	3·57	177	53·09
1894	330·13	4,02,33,826	32,56,885	16,22,028	4·03	188	50·20
1895	330·13	4,06,43,818	32,15,541	15,77,149	3·88	185	50·95
1896	330·13	4,06,24,737	33,03,522	17,28,196	4·23	191	47·69
1897	330·13	4,09,60,944	36,10,354	19,38,769	4·73	208	46·30
1898	330·13	4,10,54,449	39,07,612	22,74,580	5·54	225	41·79
1899	330·13	4,15,68,731	41,10,201	25,01,046	6·02	237	39·15
1900	330·13	4,17,49,124	49,12,056	28,41,985	6·81	283	42·14
1901	330·13	4,24,80,543	40,77,927	26,48,120	6·24	236	35·06
1902	330·13	4,28,89,527	44,06,494	26,82,533	6·25	254	39·12
1903	330·13	4,30,13,663	43,18,630	25,38,386	5·90	249	41·22
1904	330·13	4,32,66,412	43,32,440	27,90,690	6·45	250	35·59
1905	330·13	4,35,86,043	42,78,161	28,49,703	6·54	247	33·39
1906	330·13	4,36,45,097	44,84,105	27,98,897	6·41	259	37·58
1907	330·13	4,49,34,824	49,85,081	33,02,905	7·35	288	33·74
1908	330·13	4,56,07,906	46,99,296	30,15,029	6·61	255	38·96
1909	330·13	4,66,02,100	46,92,067	26,43,417	5·67	273	43·66
1910	330·13	4,72,19,094	53,14,905	28,46,520	6·03	309	46·44
1911	330·13	4,63,37,518	57,07,861	27,13,285	5·86	332	52·46
1912	330·13	4,84,96,344	57,76,606	31,96,188	6·59	337	44·67
1st qr. of 1913	330·13	4,87,78,182	16,58,727	7,42,254	1·52	386	55·25
1913-14	330·13	5,09,58,827	66,79,080	33,93,904	6·48	389	50·94
1914-15	330·13	5,17,23,846	58,68,725	30,17,075	5·83	342	48·59

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—

This line, which extends from the frontier of His Highness the Nizam's dominions to 642 feet the Bezwada side of Bezwada distant signal, was constructed for the Government of India, by His Highness the Nizam's Guaranteed State Railways Company and is being worked as a part of its own system.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Hyderabad frontier to Bezwada	10-2-89	20·53	20·53

Details of construction—

Permanent-way.—The line is laid with 66½-lb. flat-footed steel rails on jarrah sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced at stations only.

Curves.—There are no curves with a radius of less than 1,900 feet.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—*concld.*

Agreement—

Dated the 6th April 1909, *between the Railway Board, acting on behalf of the Secretary of State and His Highness the Nizam's Guaranteed State Railways Company, limited*, as to the maintenance, management and working, by the Company, of the Bezwada Extension railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the property of the Government, who provide all further funds chargeable to the capital account, and it is managed, maintained, stocked and worked by the Company as if it were part of the Company's 5′ 6″ gauge system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is managed, maintained, stocked and worked by His Highness the Nizam's Guaranteed State Railways Company for the same percentage of its gross earnings as that of the working expenses of the Company's 5′ 6″ gauge system to its gross earnings, as published in the Company's Revenue Accounts for the same half-year, *plus* 5 per cent. of the gross earnings of the Bezwada Extension railway for the use of rolling-stock. But in addition thereto, any extraordinary maintenance charges due to causes other than ordinary wear and tear shall be charged, with the approval of the Railway Board, to the Bezwada Extension railway. Such extraordinary charges shall be excluded in working out the percentage of ordinary maintenance charges payable by the Bezwada Extension railway. The balance is paid over to the Government of India as the net earnings of the Bezwada extension.

(v) *Rates and fares.*— } To be the same as from time to time obtain on the Company's 5′ 6″ gauge system.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*— } Terminable on the 1st January or the 1st July in any year, on 6 months' notice given by either party to the other. Any breach of the terms of the contract may lead, *ipso facto*, to its determination.

(ix) *Term of agreement.*—Until terminated under (vii) and (viii).

Statistics of working (Those for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1901 .	20·58	11,51,678	2,77,177	1,56,929	13·63	35,509	+1,21,420	·248	43·39
1902 .	20·58	11,60,425	2,89,663	1,40,329	12·09	46,375	+ 93,954	259	51·55
1903 .	20·58	11,77,047	3,07,113	1,54,222	13·10	46,617	+1,07,605	275	49·78
1904 .	20·58	11,75,731	3,20,656	1,78,955	15·22	46,898	+1,32,057	287	44·19
1905 .	20·58	11,78,645	3,47,490	2,04,259	17·33	47,046	+1,57,193	311	41·22
1906 .	20·58	11,81,020	3,49,206	1,91,737	16·23	47,182	+1,44,555	313	45·09
1907 .	20·58	11,81,952	3,15,376	1,83,883	15·56	35,691	+1,48,192	282	41·69
1908 .	20·58	11,83,796	3,38,623	1,91,624	16·19	40,277	+1,51,347	316	43·41
1909 .	20·58	12,06,026	3,12,154	1,52,554	12·65	39,884	+1,12,670	280	51·23
1910 .	20·58	12,01,940	3,42,614	1 58,254	13·17	40,182	+1,18,072	320	53·81
1911 .	20·58	12,19,123	3,54,265	1,40,815	11·55	41,560	+ 99,255	331	60·25
1912 .	20·58	12,22,363	3,84,245	1,84,265	15·07	41,771	+1,42,494	359	52·04
1st qr. of 1913 .	20·58	12,31,870	1,05,502	39,771	3·23	10,482	+ 29,339	394	62·30
1913-14 .	20·58	12,33,842	4,10,338	1,73,986	14·10	43,139	+1,30,848	383	57·59
1914-15 .	20·58	12,42,759	4,51,983	2,00,784	16·15	43,331	+1,57403	422	55·59

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*c*) Hingoli Branch railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Parna to Hingoli	15-5-12	50·31	50·31

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 66¼-lb. flat-footed steel rails taken out of the 5′ 6″ gauge system and new steel trough sleepers.

Ballast.—The ballast used is moorum, except in some cuttings where stone ballast has been laid.

Fencing.—Fencing is provided only round station yards and a small length on either side of second class level crossings.

Curves.—The sharpest curve is of 1910 feet radius.

Gradients.—The ruling gradient is 1 in 133.

Agreement—

Dated the 1st March 1910, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited,* as to the maintenance, management and working of the Hingoli branch, by the Company, as part of the Hyderabad-Godavari Valley railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Nizam's Government free of cost.

(ii) *Government aid.*—The line is the property of the Nizam's Government who provide all funds chargeable to the capital account.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Nizam's Guaranteed State Railways Company, works the Branch railway for the same proportion of its gross earnings as the aggregate working expenses of the 3′ 3⅜″ gauge system shall bear to the aggregate gross earnings of that system, *plus* 5 per cent of the gross earnings of the Branch for use of rolling-stock. The balance of the gross earnings of the Branch after making the said deduction is paid to His Highness the Nizam's Government as the net earnings of the Branch. In the case of accident or damage caused by extraordinary casualty, *e.g.*, by floods, storms, etc., charges for repairs are made to the Branch railway, such charges being eliminated from the aggregate working expenses before the percentage of working expenses referred to above is arrived at.

(v) *Rates and fares.*—The same rates and fares as are in force on 7 (*d*), Hyderabad-Godavari valley railway (3′ 3⅜″ gaug).

(vi) *Special obligations as to the conveyance* of.—
(*a*) Mails.—
(*b*) Troops, police, and high Government officials.— } Services for these are performed on the same conditions and at the same rates as may be in force on 7 (*d*), Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge).

(vii) *Power of the Nizam's Government to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement is terminable by either party on the 30th June or the 31st December in any year after the line is opened throughout on 12 months' previous notice in writing.

(ix) *Power of the Company to surrender agreement.*—Nil.

(x) *Term of agreement.*—Nil.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$ · **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*e*) Hingoli Branch railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912 . .	50·31	30,18,733	64,758	25,722	0·85	39	60·28
1st qr. of 1913 .	50·31	30,43,772	28,529	9,998	0·33	44	64·97
1913-14 . .	50·31	31,23,102	1,42,367	64,511	2·07	54	54·69
1914-15 . .	50·31	31,86,279	1,17,823	46,104	1·44	45	60·87

7 (*d*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Manmad to Jalna	21-10-99	109·28		
Jalna to Sailu	7-12-99	44·79		
Sailu to Purbhani	25-4-00	26·40		
Purbhani to Nanded	9-10-00	36·60		
Nanded to Sirungaon	23-8-00	17·61		
Sirungaon to Secunderabad	25-4-00	150·59		
Secunderabad to Hyderabad	16-5-01	5·86*		*Laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
Total	...	...	391·13	
DOUBLE LINE—				
Purna Junction station yard	15-5-12	0·38	0·38	

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers between miles 0 and $\frac{1\,9\,7}{1\,6}$, $\frac{2\,1\,6}{5}$ and 284 and $\frac{2\,9\,4}{2}$ and 384·27, except within station limits where wooden sleepers are used, and also on second-hand 5′ 6″ gauge steel sleepers converted into 3′ 3⅜″ gauge between miles $\frac{2\,0\,7}{1}$ and $\frac{2\,0\,7}{1\,7}$, and wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377¼ to 381 and between miles 249 and 250, and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Agreement—

Dated the 16th March 1897 (supplemental to the contract of 1883) *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited*, as to the construction, management, maintenance and working, by the Company, of the Hyderabad-Godavari Valley railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Nizam's Government free of cost to the Company.

(ii) *Government aid.*—Guarantee in sterling, for 20 years from the date on which the line was completed and opened for traffic throughout (16th May 1901), of the interest payable on the debenture capital (not exceeding £2,500,000) raised for the purposes of the contract, together with an additional one per cent for a Sinking Fund. (The amount of capital raised to the present time has been £2,125,000, and the rate of interest payable on it is 3½ per cent.)

(iii) *Distribution of profits.*—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter the interest payable on the debenture capital for each year, is to be the first charge against the net earnings for such half-year or year. Any surplus either before or after the cessation of the guarantee, is to be divided equally between the Nizam's Government and the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*concld.*

7 (*d*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement—*concld.*

(iv) *Rates and fares.*—Not to be in excess of those prevailing on the main line [7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge)], unless otherwise agreed.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails.—
(*b*) Troops, officials and Government stores.—
(*c*) Bullion and coin.—
} As noted under 7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge).

(vi) *Power of the Nizam's Government to determine agreement.*—As noted under 7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge), with the exception that, in the event of the line being purchased in 1934 or 1954, the price to be paid is to be the amount of the unredeemed capital only, without the bonus of 25 per cent in addition.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi) *or* (vii)].—The remainder of the term of the contract relating to the main line [7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge)] which was unexpired at the date of the present contract.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs	
1899	154·23	2,00,21,971	63,381	36,877	0·18	48	41·82
1900	385·23	2,31,94,817	10,63,023	4,20,826	1·81	70	60·41
1901	391·42	2,46,56,951	20,10,033	9 23,300	3·74	99	54·07
1902	391·42	2,57,75,220	22,88,043	9,67,892	3·76	112	57·70
1903	391·42	2,62,07,241	23,14,752	8 86,291	3·38	109	59·93
1904	391·13	2,64,85,096	22,11,751	7,74,804	2·93	109	64·97
1905	391·13	2,68,15,349	29,64,122	13,29,009	4·96	146	55·16
1906	391·13	2,69,36,746	30,32,503	14,21,747	5·28	149	53·12
1907	391·13	2,71,85,309	32,55,067	17,74,126	6·53	160	45·50
1908	391·13	2,73,97,247	32,41,828	15,61,740	5·70	159	51·82
1909	391·13	2,75,50,030	32,54,724	14,02,129	5·09	160	56·93
1910	391·13	2,79,30,418	36,55,833	18,05,391	6·46	180	50·63
1911	391·13	2,91,88,053	34,97,306	13,12,510	4·50	172	63·48
1912	391·13	2,96,12,624	43,60,567	20,26,995	6 85	214	53·52
1st qr. of 1913	391·13	2,98,32 787	12.79,019	4,87,877	1·64	252	61·86
1913-14	391·13	3,04,91,925	43,08,162	20,88,400	6·85	212	51·63
1914-15	391·13	3,19,21,083	41,16,162	17,40,623	5·45	202	57·71

7 (*e*) Secunderabad-Gadwal railway (3′ 3⅜″ gauge)—

The construction of this line, from funds to be provided by His Highness the Nizam's Government was sanctioned by the Secretary of State in his Despatch No. 26 Railway, dated the 27th February 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Secunderabad to Gadwal (sanctioned on 27th February 19)	...	116·29	116·29

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (t)}$. **NORTH WESTERN RAILWAY SYSTEM.**

Lines comprised in the system.—The North Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) North Western railway (5′ 6″ gauge)	3,709·43	...	3,709·43
(*b*) Amritsar-Patti railway (5′ 6″ gauge)	54·26	...	54·26
(*c*) Jakhal-Hissar railway (5′ 6″ gauge)	50·22	...	50·22
(*d*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)	16·01	...	16·01
(*e*) Jullundur-Mukerian railway (5′ 6″ gauge)	45·40	...	45·40
(*f*) Khanpur-Chachran railway (5′ 6″ gauge)	22·02	...	22·02
(*g*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)	78·65	...	78·65
(*h*) Rajpura-Bhatinda railway (5′ 6″ gauge)	108·04	...	108·04
(*i*) Southern Punjab railway (Main line) (5′ 6″ gauge)	424·06	...	424·06
(*j*) Southern Punjab railway (Jullundur Doab Extension) (5′ 6″ gauge)	133·48	...	133·48
(*k*) Southern Punjab railway (Ludhiana Extension) (5′ 6″ gauge)	152·04	...	152·04
(*l*) Southern Punjab railway (Sutlej Valley Extension) (5′ 6″ gauge)	208·19	...	208·19
(*m*) Jacobabad-Kashmor railway (2′ 6″ gauge)	76·70	...	76·70
(*n*) Kalka-Simla railway (2′ 6″ gauge)	59·92	...	59·92
(*o*) Kohat-Thal railway (2′ 6″ gauge)	61·75	...	61·75
(*p*) Nowshera-Durgai railway (2′ 6″ gauge)	40·25	...	40·25
(*q*) Trans-Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)	88·91	47·37	136·28
(*r*) Mandra-Bhon railway (5′ 6″ gauge)	...	46·34	46·34
(*s*) Phagwara-Rahon railway (5′ 6″ gauge)	...	26·80	26·80
(*t*) Sialkot-Narowal railway (5′ 6″ gauge)	...	38·15	38·15
Total	5,329·33	158·66	5,487·99

Running powers—

Home line over foreign line:—

East Indian railway, Ghaziabad to Delhi, for passenger and goods trains . . . . . 13·00

Foreign line over home line:—

Oudh and Rohilkhand railway, Meerut City to Meerut Cantonment, for passenger trains only . 2·75

8 (*a*) North Western railway (5′ 6″ gauge)—

The line owned and worked by the old Sind, Punjab and Delhi Guaranteed Railway Company was taken over by the State from the 1st January 1886, and amalgamated with the Punjab Northern, the Indus Valley, the Eastern section Sind-Sagar, and the Southern section Sind-Pishin State railways, to be worked as one undertaking under the name of the North Western railway.

Date of registration of the old Guaranteed Company—1855.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
COMMERCIAL SECTION—					
Main Line—					
Ghaziabad to Meerut City	18-4-67	27·33			
Meerut City to Ambala Cantonment	1-1-69	121·55			
Ambala Cantonment to Ludhiana	12-10-69	70·66			
Ludhiana to Phillaur	15-10-70	8·28			
Phillaur to Jullundur Cantonment	1-4-70	26·12			
Jullundur Cantonment to Beas	15-11-69	25·53			
Beas to Amritsar	1-11-67	26·30			
Amritsar to Lahore	10-4-62	32·33			
Lahore to Jhelum	6-10-78	103·12*			
Jhelum to Rawalpindi	†	76·38			
Rawalpindi to mile 560·63 (between Lawrencepur and Campbellpur Cantonment).	1-1-81	45·38			
Mile 560·63 to Rumian	1-4-99	11·50			
Rumian to Attock Bridge	...	5·25			
Attock Bridge to Khairabad	31-5-83	2·38			
Khairabad to Peshawar City	1-5-82	41·25			
Peshawar City to Peshawar Cantonment	1-1-83	2·65			
Lahore to Khanewal	24-4-65	177·25			
Khanewal to Lodhran	1-4-09	56·42			
Lodhran to Nara Canal Bridge	1-7-78	224·58			
Nara Canal Bridge to Rohri	0-0-89	1·00			
Rohri to Rahoki	15-11-96	178·93			
Rahoki to Hyderabad	28-3-10	6·25			
Hyderabad to Kotri	25-5-00	5·29			
Kotri to Karachi City	13-5-61	106·19			
Karachi City to Kiamari, including Napier Mole.	16-6-89	3·07			
			1,364·89		
Branches—					
Havelian branch—					
Sarai Kala to Havelian	7-11-13	34·70			
			34·70		
Tawi branch (British section)—					
Wazirabad to Sialkot	1-1-84	26·40			
Sialkot to the frontier of Kashmir State	15-3-90	9·08			
			35·48		
Carried over	...	...	1,455·07		

* This length was constructed on the 3′ 3½″ gauge previous to September 1873, but was converted to the 5′ 6″ gauge on the 6th October 1878.

† The line was opened by sections on the 5′ 6″ gauge, using temporary diversions near Domeli—thus Jhelum to Ratial, 1st January 1880 (15 miles) and Ratial to Rawalpindi, 1st October 1880 (56 miles). The diversions were abolished on 8th May 1882; and the complete 1/50 graded through line between Jhelum and Rawalpindi, (70·50 miles) was established. But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to 1/100 have been opened and the present length of line on the 31st March 1897 is—Jhelum to Rawalpindi, 76·38 miles.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (f)}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*a*) North Western railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	1,455·07		
Wazirabad-Khanewal branch—					
Wazirabad to Hafizabad	15-8-95	37·37			
Hafizabad to Sangla Hill	1-1-96	31·45			
Sangla Hill to Lyallpur	15-2-96	27·21			
Lyallpur to Toba Tek Singh	22-6-99	49·00			
Toba Tek Singh to Khanewal	16-4-00	55·53			
			200·56		
Phulji branch—					
Phulji to Puranadera	1-6-02	2·57			
Phulji branch extension	31-3-02	0·34			
			2·91		
Sukkur Bandar branch—					
Sukkur Main to Sukkur Bandar	1-10-78	1·52			
			1·52		
Kotri-Rohri (vid Ruk) branch—					
Rohri to Sukkur	27-3-89	2·64			
Sukkur to Badhan *vid* Ruk	1-10-78	79·31			
Radhan to Laki	27-10-78	70·57			
Laki to Kotri	8-10-78	75·48			
			228·00		
Raewind-Bhatinda branch—					
Raewind to Kasur	15-4-85	16·70			
Kasur to Ganda Singhwala	10-6-85	7·00			
Ganda Singhwala to Hussainiwala	15-12-85	2·75			
Hussainiwala to Ferozepore City	8-5-87	2·75			
Ferozepore City to Ferozepore Cantonment.	1-10-92	2·00			
Ferozepore Cantonment to Bhatinda	1-10-88	2·00			
	15-6-99	*55·23			*Includes 26·28 miles of mixed (5′ 6″ and 3′ 3½″) gauge between Kot Kapura and Bhatinda.
Pathankot branch—			88·43		
Amritsar to Dinanagar	1-1-84	51·22			
Dinanagar to Pathankot	8-6-84	15·48			
			66·70		
Hoshiarpur branch—					
Jullundur City to Hoshiarpur	16-6-13	23·28			
			23·28		
Jech Doab line—					
Malakwal to Sargodha	1-4-03	46·25			
Sargodha to Shorkot Road	14-5-06	102·56			
			148·81		
Lower Sind extension—					
Hyderabad to Badin	15-10-04	62·14			
			62·14		
Shahdara-Sangla branch—					
Shahdara to Sangla	10-4-07	54·76			
			54·76		
Lodhran-Khanewal chord (vid Sher Shah)—					
Khanewal to Multan Cantonment	24-4-65	30·50			
Multan Cantonment to Muzaffarabad	21-8-70	6·39			
Muzaffarabad to Lodhran	1-7-78	47·61			
			85·00		
Shorkot Road-Chichoki Mallian section—					
Shorkot Road to Jaranwala	2-5-11	87·70			
Jaranwala to Chichoki Mallian	8-11-09	48·10	135·80		
TOTAL OPEN MILEAGE (COMMERCIAL SECTION)	...	...	...	2,552·98	
FRONTIER SECTION (MILITARY)—					
Sind-Sagar line—					
Main line—					
Lala Musa to Baba-ud-din	†1-1-80	29·61			†Date of opening of the original 3′ 3½″ gauge line, subsequently converted to, and opened on, the 5′ 6″ gauge, Lala Musa to Malakwal, on 10-2-86.
Baba-ud-din to Hariah	†1-2-80	10·52			
Hariah to Malakwal	†10-4-80	5·99			
Malakwal to Bhakkar (*vid* Kundian)	15-8-87	172·20			
Bhakkar to Chenab West Bank	22-1-87	119·71			
Chenab West Bank to Chenab East Bank	1-2-90	2·49			
Chenab East Bank to Sher Shah	1-1-89	2·39			
			342·91		
Branches and sections—					
Golra-Basal section—					
Golra Junction to Basal Junction	1-4-81	46·75			
			46·75		
Kohat section—					
Jand to Khushalgarh	16-4-81	7·00			‡This is the date of opening of the original 2′ 6″ gauge line which was subsequently converted to, and opened on, the 5′ 6″ gauge on 5-1-08.
Khushalgarh to Kohat	‡25-5-02	33·42			
			40·42		
Bhera branch—					
Malakwal to Miani	§10-4-80	8·99			§Dates of opening of original 3′ 3½″ gauge lines, subsequently converted to, and opened on, the 5′ 6″ gauge, Malakwal to Bhera, on 15-8-87.
Miani to Bhera	§2-2-82	9·11			
			18·10		
Bhaganwala branch—					
Haranpur to Bhaganwala	...	10·84			
			10·84		
Carried over	...	...	459·02	2,552·98	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (t)}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*a*) North Western railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	459·02	2,552·98	
FRONTIER SECTION (MILITARY)—*concld.*					
Dandot branch—					
Chalisa Junction to Khewra salt mines	*1-1-83	6·36			
Khewra to Dandot	*1-1-83	2·15			
			8·51		*Date of opening of the original 3′ 3½″ gauge line, subsequently converted to, and opened on, the 5′ 6″ gauge, Chalisa Junction to Khewra salt mines, on 15-8-87 and Khewra to Dandot on 1-8-89.
Kundian-Campbellpur section—					
Kundian to Daud Khel	15-3-92	30·34			
Daud Khel to Jand	1-4-99	54·65			
Jand to Basal	16-4-81	16·41			
Basal to Campbellpur	1-4-99	18·45			
			119·25		
Mari branch—					
Daud Khel to Mari	15-3-92	6·25			
			6·25		
Ghazi Ghat branch—					
Mahmud Kot to Ghazi Ghat	1-4-87	11·27			
			11·27		
Sind-Pishin section—					
Main line—					
Ruk to Sibi	2-5-80	132·97			
Sibi to Sharigh	20-9-27	74·80			
Sharigh to Bostan	21-8-87	61·13			
Base of Bostan triangle loop	...	0·31			
Bostan to Kila Abdulla	25-1-88	38·14			
Kila Abdulla to Chaman	1-1-92	29·40			
			336·75		
Loop line—					
Sibi to Quetta	†1-5-82 to †20-3-87	86·74			† These are the dates of opening of the old alignment which, owing to frequent breaches by floods, was dismantled and realigned in certain parts of its length on 15th April 1897.
Quetta to Bostan	21-8-87	20·57			
Bostan chord	1-1-98	1·34			
			108·65		
Rindli branch—					
Nari Bank to Rindli	...	11·83			
			11·83		
Quetta-Nushki extension—					
Spezand Junction to Nushki	15-11-05	83·28			
			83·28		
Peshawar-Jamrud branch—					
Peshawar to Jamrud	1-1-01	11·04			
			11·04		
TOTAL OPEN MILEAGE FRONTIER SECTION (MILITARY)	...	...	...	1,156·45	
TOTAL OPEN MILEAGE (COMMERCIAL AND MILITARY)	...	...	...	3,709·43	
DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)—					
Kiamari to Karachi City	30-6-97	3·07			
Karachi City to Karachi Cantonment	13-5-61	2·30			
Karachi Cantonment to Pipri	20-6-97	22·71			
Pipri to Kotri	3-5-98	81·39			
Gidu to Hyderabad	1-4-13	3·56			
Gulistan to Chaman	*20-9-92	37·58			
Ab-i-Gum to Kolpur	*20-9-92	22·78			
Lodhran to Samasata	1-4-09	14·50			
Samasata to Khanpur	2-4-07	76·49			
Khanpur to Reti	3-4-07	62·00			
Reti to Rohri	1-6-07	70·05			
Rohri to Janvari	21-6-12	1·54			
Janvari to Begmanji	20-5-14	4·11			
Khararo to Chahi	29-5-14	6·74			
Amritsar to Lahore	15-1-06	32·33			
Lahore to Badami Bagh	18-10-09	1·34			
Badami Bagh to Shahdara	8-1-10	2·88			
Amritsar to Jandiala	23-3-10	11·28			
Jandiala to Botari	19-7-10	7·80			
Botari to Beas	10-12-10	6·85			
Beas to Dhilwan	23-2-14	1·99			
Dhilwan to Hamira	12-9-11	6·83			
Hamira to Jullundur Cantonment	13-3-10	15·95			
Jullundur Cantonment to Phagwara	20-4-11	10·22			
Phagwara to Ludhiana	1-6-11	22·15			
Ludhiana to Doraha	10-1-11	14·71			
Doraha to Gobindgarh	15-12-10	17·75			
Gobindgarh to Sirhind	10-1-11	5·00			
Sirhind to Rajpura	15-12-10	15·75			
Rajpura to Ambala	2-12-10	17·25			
Ambala to Kalanour	15-11-13	36·31			
Kalanour to Saharanpur	13-5-13	14·03			
Lahore to Raewind	16-7-12	23·94			
TOTAL DOUBLE LINE ...	...	...	673·58		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (i)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*a*) North Western railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed; 60-lb. and 68-lb. double-headed, and 60-lb. bull-headed; of steel rails there are 60-lb., 61-lb., 62-lb., 70-lb., 75-lb., 90-lb., and 100-lb. flat-footed; 64-lb., 68-lb., and 75-lb. double-headed; 68-lb., 73-lb., 77½-lb., 84-lb. and 85-lb. bull-headed and 60-lb., 75-lb. and 90-lb. British standard section. On the double line the steel rails are 68-lb. double-headed, 77½-lb. bull-headed and 75-lb., 87-lb., 90-lb. and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

Ballast.—The line is ballasted throughout with sand, bricks, and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 455 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is about 1 in 350 with a 1 in 150 banking section between Kotri and Dadu with the following exceptions: between Kotri and Montgomery *viâ* Multan and between Lodhran and Lyallpur *viâ* Khanewal 1 in 500; between Karachi and Kotri and Jullundur and Hoshiarpur 1 in 200; between Sialkot and Jammu, Gurdaspur and Pathankot and Daudkhel and Mari 1 in 170; between Lalamusa and Peshawar and Sarai Kala and Haripur 1 in 100; between Sibi and Chaman and Sibi and Nushki 1 in 40 with 1 in 25 banking sections; between Daudkhel and Campbellpore, Rawalpindi and Kohat 1 in 70 and between Khushalgarh and Jand, Peshawar and Jamrud and Haripur and Havelian 1 in 50 and between Sody and Kbewra 1 in 60.

Contract—

Nil.—The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1886 will be found in Appendix 38 to the Report for 1907.)—

Includes the Jakhal-Hissar, Kohat-Thal, Nowshera-Durgai and Trans Indus Kalabagh-Bannu) railways from date of opening, and the Kalka-Simla railway from 1907, the year in which it became an integral part of the North Western railway system.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits *less* payments made on account of rebate.	Total income (column 5+column 7).	Percentage of total income on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each year.*	Commercial section.		Military section.		Entire line.	
												Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.		Rs.	
1886	1,850·78	36,09,90,705	2,53,60,901	1,19,92,839	3·32	...	1,19,92,839	3·32	1,14,07,148	53,00,733	−47,45,042	...	...	...	...	261	52·49
1887	2,398·79	38,37,70,872	2,10,03,388	57,77,585	1·51	...	57,77,585	1·51	1,01,56,779	80,30,322	−1,24,09,516	...	...	...	...	182	72·33
1888	2,441·73	39,71,81,209	2,57,79,305	83,66,598	2·11	...	83,66,598	2·11	1,09,18,918	83,45,756	−1,08,98,096	...	...	...	...	202	67·37
1889	2,447·10	40,84,31,603	2,82,06,830	1,02,84,741	2·51	...	1,02,84,741	2·51	1,13,76,516	83,98,768	−94,90,543	290	56·53	90	107·75	224	63·35
1890	2,465·78	41,83,37,629	2,73,99,035	1,02,57,001	2·45	...	1,02,57,001	2·45	1,16,66,585	74,54,323	−88,63,907	283	54·95	88	110·72	219	62·96
1891	2,465·99	42,15,91,441	3,25,78,355	1,21,32,521	2·88	...	1,21,32,521	2·88	1,20,07,542	80,05,290	−79,40,320	344	55·60	88	122·41	261	62·98
1892	2,526·06	43,00,01,149	2,64,35,665	94,50,960	2·20	...	94,50,960	2·20	1,24,24,030	80,94,076	−1,19,59,146	250	55·58	70	131·08	208	64·26
1893	2,573·23	43,99,74,051	2,92,68,732	97,97,643	2·23	...	97,97,643	2·23	1,27,61,682	90,98,545	−1,20,62,584	313	60·20	69	122·71	230	66·53
1894	2,52?·21	45,06,76,395	3,23,14,497	1,22,25,181	2·85	...	1,22,25,181	2·85	1,24,03,379	1,02,59,245	−99,97,343	347	53·11	76	122·95	253	60·31
1895	2,575·90	46,66,84,432	3,52,18,383	1,64,46,998	3·53	...	1,64,46,998	3·53	1,35,01,193	1,03,17,385	−73,71,580	379	46·79	75	116·14	274	53·30
1896	2,713·91	48,10,61,362	2,94,41,749	1,18,86,409	2·47	...	1,18,86,409	2·47	1,42,35,427	90,43,538	−1,19,92,606	292	54·68	75	97·77	220	59·55
1897	2,817·02	49,07,95,753	3,24,03,448	1,49,78,967	3·05	−19,042	1,49,58,956	3·05	1,45,40,293	90,95,191	−86,76,534	302	49·70	72	93·76	225	54·28
1898	2,817·04	49,65,81,389	3,76,01,912	1,85,74,360	3·74	...	...	3·74	1,50,41,459	98,35,849	51,02,988	354	45·98	63	101·26	256	50·05
1899	2,944·60	50,27,36,360	3,52,21,759	1,60,89,223	3·20	−17,318	1,60,71,905	3·20	1,60,40,201	85,61,406	−75,29,702	326	47·73	58	123·43	232	54·32
1900	3,005·67	50,85,96,582	3,15,22,237	1,32,19,151	2·60	−3,562	1,32,15,589	2·60	1,54,25,164	85,76,682	−1,07,86,257	275	52·34	60	107·61	202	58·02
1901	3,117·37	51,54,17,599	4,11,89,277	2,03,56,471	3·95	2,53,275	2,06,09,746	4·00	1,55,93,807	86,02,222	−35,86,283	350	45·41	69	99·55	255	50·32
1902	3,147·45	52,21,96,854	4,22,19,937	1,73,70,094	3·29	89,973	1,74,60,067	3·31	1,60,21,915	85,81,455	−71,43,333	360	53·63	67	112·43	262	53·62
1903	3,256·74	53,53,09,487	4,03,83,876	2,53,08,817	4·67	1,07,336	2,54,16,873	4·69	1,63,40,061	85,77,439	+1,96,382	421	44·43	65	106·94	294	49·36
1904	3,317·54	55,14,60,717	6,16,56,310	3,22,92,909	5·86	2,32,162	3,25,25,117	5·90	1,69,17,362	85,77,430	+70,30,279	519	42·29	75	113·47	361	47·60
1905	3,409·83	57,06,87,197	5,86,74,913	2,90,52,383	5·04	4,39,042	2,94,91,430	5·11	1,76,38,636	85,77,430	+33,75,364	483	46·65	75	94·82	338	50·46
1906	3,503·69	60,67,74,838	6,18,68,041	2,93,40,919	4·84	5,19,583	2,98,60,502	4·92	1,87,21,081	85,77,430	+25,61,991	495	48·22	77	101·07	343	53·57
1907	3,614·89	64,67,43,048	7,04,86,241	3,38,51,129	5·23	7,85,509	3,46,47,129	5·36	1,84,47,585	85,77,430	+1,02,22,114	534	47·21	78	112·48	375	51·03
1908	3,618·10	66,00,11,581	5,61,66,162	*93,38,475	1·35	6,03,611	99,42,286	1·44	1,86,33,292	85,77,430	−1,72,68,436	413	70·58	81	148·06	298	83·34
1909	3,723·91	72,31,90,704	6,79,03,754	2,13,89,240	2·95	3,07,203	2,16,76,443	3·00	1,96,54,274	85,77,430	−65,55,261	499	62·52	79	140·78	365	68·48
1910	3,725·89	73,04,05,033	7,41,00,787	2,51,73,007	3·44	4,64,947	2,56,37,954	3·48	2,00,55,541	85,77,430	−29,35,117	534	61·99	82	122·51	382	65·99
1911	3,819·22	75,46,44,149	7,93,87,060	3,12,68,435	4·15	4,58,242	3,17,26,677	4·20	2,11,48,800	85,77,430	+20,00,447	567	56·26	86	117·49	402	60·61
1912	3,812·29	78,05,55,336	9,06,27,413	4,37,15,957	5·60	6,48,081	4,43,64,038	5·68	2,20,67,200	85,77,430	+1,37,20,008	638	48·12	91	97·86	450	51·76
1st qr. of 1913	3,814·97	79,09,81,406	2,00,25,197	50,07,041	0·62	26,400	50,33,463	0·63	55,89,885	21,44,357	−27,00,789	559	70·99	83	130·63	491	75·00
1913-14	4,011·62	83,24,56,649	8,67,13,055	3,67,40,434	4·41	5,91,591	3,73,32,025	4·48	2,35,13,210	85,75,185	+52,43,630	574	54·31	98	99·30	423	57·63
1914-15	4,010·49	85,87,43,950	8,17,13,591	3,05,18,372	3·55	2,98,265	3,07,26,637	3·58	2,53,15,258	85,75,215	−31,63,836	518	59·38	111	96·27	391	62·65

* The decrease in net earnings in 1908 was due chiefly to extraordinary charges incurred in the repairs of flood damages, accentuated by a fall in the gross earnings consequent upon the failure of the wheat export trade from Karachi and the diminution of traffic generally owing to famine and extensive breaches of the line caused by floods.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (l)}}$. **NORTH WESTERN RAILWAY SYSTEM**— *contd.*

8 (*b*) Amritsar-Patti railway (5' 6" gauge)—

Date of registration of the Company.—12th April 1905.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Amritsar to Tarn Taran	21-9-06	15·09	
Tarn Taran to Patti	30-12-06	12·05	
Patti to Kasur	4-4-10	27·21	
Total	...	...	54·26

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar jarrah and steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 22nd May 1905, *between the Secretary of State and the Amritsar-Patti Railway Company*, as to the construction, maintenance, management and working of the Amritsar-Patti railway.

Dated the 7th May 1909, *between the Secretary of State and the Amritsar-Patti Railway Company*, as to the construction, maintenance, management and working of the Patti-Kasur extension as an integral part of the Amritsar-Patti railway.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company, except for quarrying, ballast, brickfield or other temporary works.

(ii) *Government aid.*—The Government constructed the line (from funds supplied by the Company whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway.

By way of rebate the Government allow the Company, in respect of each year, such sum up to 45 per cent of the gross earnings from traffic (excluding those derived from the carriage of stores) interchanged between the North Western railway and the Amritsar-Patti railway as shall, together with the net earnings of the Company, make up an amount equal to an interest for the year at a rate of 5 per cent per annum on the actual expenditure charged in the Capital Account, *plus* Rupees 7,200 on account of office expenses and those of management and direction and such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to Revenue, subject to the same limit.

(iii) *Terms of working.*— } For management, maintenance, working and provision of rolling-stock
(iv) *Distribution of profits.*— } the Government retain 45 per cent of the gross earnings in each half-year of the Amritsar-Patti railway; the remainder, constituting the net earnings, is paid to the Company.

But should the net earnings of the Company in any year exceed the maximum amount sufficient to pay a dividend of 5 per cent per annum, such excess is to be applied towards the payment of office expenses and expenses of management and direction [referred to under (ii)] up to a limit of Rs. 15,000, the balance being divided equally between the Government and the Company.

(v) *Rates and fares.*—To be arranged between the Government and the working agency within the maximum and minimum in force on, and the classification of goods to be in conformity with that of, the working Agency.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} To be conveyed at the same rates and under the same arrangements as apply to State railways.

(vii) *Power of the Government to determine contract.*—The Government may, by giving twelve months' previous notice in writing of purchase, determine the contract either on the 31st December 1935 or on the 31st December in the last year of any subsequent period of 10 years, by paying to the Company in rupees 25 times the average yearly net earnings of the Company during the last preceding three years, subject to a limit of 20 per cent in excess of, but not less than, the total capital expenditure of the Company.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—None specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (i)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*b*) Amritsar-Patti railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits.	Total income [column 5+column 7].	Percentageof total income on total capital outlay in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906 .	27·49	11,90,904	15,368	8,452	0·71	...	8,452	0·71	69	45·00
1907 .	27·49	14,19,465	1,61,280	88,704	6·25	3,726	84,978	5·99	118	45·00
1908 .	27·49	14,37,400	1,79,461	99,703	6·93	4,852	93,851	6·24	126	45·00
1909 .	27·60	17,88,129	2,18,369	1,20,103	6·72	15,957	1,04,146	5·82	152	45·00
1910 .	54·26	26,67,469	3,64,822	2,00,378	7·51	30,923	1,69,456	6·35	146	45·00
1911 .	54·26	28,68,453	4,70,792	2,58,936	9·02	49,275	2,09,661	7·31	167	45·00
1912 .	54·26	28,70,826	5,24,419	2,88,431	10·03	61,317	2,27,114	7·91	186	45·00
1st qr. of 1913.	54·26	28,85,320	1,48,642	81,753	2·83	...	81,753	2·83	210	45·00
1913-14 .	54·26	29,55,802	7,41,391	4,07,765	13·79	78,965	3,28,800	11·12	263	45·00
1914-15 .	54·26	32,49,902	7,02,381	3,86,310	11·89	1,19,964	2,66,346	8·19	249	45·00

8 (*c*) Jakhal-Hissar railway (5′ 6″ gauge)—

This line was sanctioned for construction as a part of the North Western railway on the 13th December 1910.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
Jakhal, on the Southern Punjab railway, to Hissar, on the Bombay, Baroda and Central India railway.	1-11-13	50·22	50·22

Details of construction—

Permanent way.—The permanent-way is composed of material released from the main line and consists of 62-lb. flat-footed rails on oval bowls and steel sleepers, 63-lb. double and bull-headed and 73-lb. bull-headed rails on circular bowls, as well as on new sleepers with chairs of 20 and 40 lbs. weight.

Ballast.—The line is ballasted with brick and sand.

Fencing.—The line is unfenced, except at stations.

Curves.—There are no curves with a radius of less than 5,730 feet.

Gradients.—The line is practically level, steepest grade being 1 in 600.

Contract—

Nil.—The line is owned and worked by the State as an integral part of 8 (*a*) North Western railway.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1913-14 .	50·63	28,11,496	Included with 8 (*a*), North Western railway				...
1914-15 .	50·22	29,09,837					

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (l)}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*d*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Frontier of the Kashmir State to the left bank of the Tawi river near Jammu.	15-3-90	16·01	16·01

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Dated the 21st April 1913, having effect from 1st June 1912, *between the Government of India and the Kashmir Durbar,* as to construction and working.

Main provisions of agreement—

(i) *Land.*—Provided free of cost by the Durbar and the Government in their respective territories.

(ii) *Government aid.*—The section was constructed (from funds supplied by the Kashmir Durbar, whose property it is), and is managed, maintained, stocked and worked by the North Western railway.

By way of rebate the Government allow to the Durbar a payment on traffic interchanged with the North Western railway to such extent, as, together with the share of net earnings attributable to the section, will afford a total dividend of 3½ per cent per annum on the actual capital expenditure to end of each half year, subject to the proviso that such rebate in no case exceeds the North Western railway's net earnings from traffic interchanged with the section.

(iii) *Terms of working.*— } For management, maintenance, provision of rolling-stock and work-
(iv) *Distribution of profits.*— } ing, the North Western railway retains 55·50 per cent of the gross earnings of the section, the remaining 44·50 per cent being credited to the Durbar, subject to the rebate noted under (ii).

(v) *Rates and fares.*—To be such as are from time to time in force on the main line of the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } To be conveyed on the same general conditions as those in force on the main line of the North Western railway.

(*b*) Government bullion and coin, and the persons in charge thereof.— }

(*c*) Services to the Durbar.—As in clauses 15, 16 and 17 of the agreement.

(vii) *Power of the Government to determine agreement.*— } The agreement is terminable on six months' notice by either side from and after 1st Jan-
(viii) *Power of the Durbar to surrender agreement.*— } uary 1917.

(ix) *Term of agreement*—4 years and 7 months from 1st June 1912 and thereafter as noted under (vii) and (viii).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905	15·98	9,62,208	66,842	29,745	3·09	4,540	34,285	3·56	80	55·50
							35,255	3·60	93	55·50
1906	15·98	9,78,566	77,688	34,571	3·53	684	34,993	3·57	96	55·50
1907	15·98	9,79,109	90,172	35,677	3·64	—684	37,999	3·82	103	55·50
1908	15·98	9,93,606	85,390	37,999	3·82	...	37,347	3·70	101	55·50
1909	15·98	10,01,019	83,927	37,347	3·70	...	38,679	3·82	106	55·50
1910	15·79	10,10,234	86,918	38,679	3·82	...				
						...	43,977	4·33	120	55·50
1911	15·79	10,14,336	98,823	46,977	4·33		36,223	3·50	99	55·50
1912	15·79	10,27,239	81,400	43,223	3·50	...				
						...		0·88	99	55·50
1st qr. of 1913.	15·79	10,28,739	20,398	9,077	0·88		9,077	5·00	140	55·50
1913-14	16·01	10,28,643	1,15,663	51,470	5·00	...	51,470	4·41	125	55·50
1914-15	16·01	10,50,561	1,04,032	46,294	4·41	...	46,294			

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (i)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*e*) Jullundur-Mukerian railway (5′ 6″ gauge)—

Date of registration of the Company.—27th February 1914.

The construction of the line by the Hoshiarpur Doab Branch Railways Company was authorised by the Railway Board in their letter No. $\frac{653}{970}$-R.C., dated the 13th March 1914.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jullundur City to Tanda Urmar	1-1-15	26·40	
Tanda Urmar to Dasuya	1-2-15	9·00	
Dasuya to Mukerian	1-3-15	10·00	
Total	...	...	45·40

Details of construction—

Permanent-way.—The permanent-way consists of 58½-lb. and 60-lb. flat-footed steel rails on deodar sleepers. The 58½-lb. rails are in all respects, except in the width of foot, similar to the 60-lb. rails which are of British Standard section.

Ballast—The line is at present packed with sand or earth. A little stone ballast has been provided at bridge approaches, points and crossings and passenger platforms.

Fencing.—Fencing has been provided only at first class level crossings for a short distance on each side of the gates.

Curves.—The sharpest curve is of 1910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

The line has been constructed by the Hoshiarpur Doab Branch Railways Company and is being managed and worked by the North Western Railway, under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway (+), *or* share of surplus profits payable to the Secretary of State in England, (−).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1914-15.	45·40	19,88,431	2,795	1,397	0·07	...	1,397	0·07	11	50·00

8(*f*) Khanpur-Chachran railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Khanpur to Chachran	11-1-11	22·02	22·02

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (i)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*f*) Khanpur-Chachran railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on jarrah sleepers.

Ballast.—The line is ballasted with broken brick on curves and approaches to large bridges and the remainder with sand.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Agreement—

Dated the 21st August 1912 (having effect from the 1st January 1911), *between the Secretary of State and the Bahawalpur Durbar*, as to the construction, maintenance and working of the Khanpur-Chachran railway by the North Western railway.

Main provisions of agreement—

(i) *Land.*—To be provided free of cost by the Bahawalpur Durbar, both during and after construction.

(ii) *Government aid.*—The line was constructed by the Government (from funds supplied by the Bahawalpur Durbar, whose property it is), and is managed, maintained, stocked and worked, through the agency of the North Western railway as if it were part of its system.

By way of rebate Government allow to the Durbar a sum not exceeding in any year the net earnings of the North Western railway from traffic interchanged with the Khanpur-Chachran branch railway, excluding the net earnings from carriage of railway stores, as shall, together with the net earnings of the branch, make up an amount equal to interest at 3 per cent per annum on the actual expenditure charged in the capital account of the branch.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 50 per cent of the gross earnings of the branch, the balance being paid to the Durbar.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high officials and stores of both the Government and the Durbar—
(*b*) Government and Durbar bullion and coin, and the persons in charge thereof.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*— } The agreement is terminable on the 1st January or 1st July in any year after 1935, on six months' notice given by either party to the other. The Government may also determine the agreement at any time, on six months' notice, should either the North Western railway or the Bahawalpur Durbar fail to observe their obligations.

Upon the determination of the agreement the North Western railway shall give to the Bahawalpur Durbar possession of the Khanpur-Chachran railway, together with all its belongings and moneys then payable to it, after which the Bahawalpur Durbar shall indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Khanpur-Chachran railway. The Government may also determine the agreement at any time on giving six months' notice in writing should either the North Western railway or the Durbar fail to observe their respective obligations.

(ix) *Term of contract.*—From the 1st January 1911 until 1935, subject to (vii) and (viii).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911	23·02	13,95,947	12,861	6,431	0·46	...	...	...	22	50·00
1912	23·02	13,84,971	28,854	14,426	1·01	13,721	28,147	2·03	25	50·00
1st qr. of 1913	23·02	13,95,023	6,720	3,360	0·24	13,567	16,927	1·21	23	50·00
1913-14	23·02	14,00,387	36,375	18,437	1·31	17,937	36,374	2·60	32	50·00
1914-15	23·02	14,00,328	36,516	18,257	1·30	24,179	42,436	3·03	32	50·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (i)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*g*) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ludhiana *vid* Dhuri to Jakhal	10-4-01	78·65	78·65

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken brick and kunkur.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Agreement—

Dated the 6th September 1899, *between the Secretary of State and the Maler Kotla and Jhind Durbars*, as to the construction, maintenance and working.

Main provisions of agreement—

(i) *Land.*—Provided free of cost by the Government in the case of British territory and by the Durbars concerned in the case of Native States' territory up to the date of the agreement of 1899; thereafter all land provided by the Maler Kotla and Jhind Durbars is debited to capital.

(ii) *Government aid.*—The Government constructed the line (from funds supplied in the ratio of $\frac{4}{5}$ths, and $\frac{1}{5}$th, respectively, by the Jhind and Maler Kotla Durbars, whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway, as part of its system.

(iii) *Terms of working.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retain 55 per cent, which has, with effect
(iv) *Distribution of profits.*— } from the 1st January 1913, in pursuance of Foreign Department Memoranda Nos. 2044-I. B. and 2302-I. B., dated respectively, the 27th September and 5th November 1912, been reduced to 52 per cent, of the gross earnings; and the balance is paid to the Jhind and Maler Kotla Durbars to be divided between them in the ratio of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high officials and stores, both of the Government and the Durbars.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.
(*b*) Bullion and coin of Government and the Durbars, and the persons in charge thereof.— }

(vii) *Power of the Government to determine agreement.*— } Either party may determine the agreement
(viii) *Power of the Durbars to surrender agreement.*— } on the 1st January or 1st July in any year, by giving six months' notice to the other. Upon the determination of the agreement the North Western railway will give to the Maler Kotla and Jhind Durbars possession of the railway, all its belongings and moneys then payable to them, after which the Durbars will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Ludhiana-Dhuri-Jakhal railway. The Government may also determine the contract at any time on six months' notice in writing should either the North Western railway or the Durbars fail to observe their respective obligations.

(ix) *Term of contract.*—From the 6th September 1899 to the 31st December 1904 and thereafter as noted under (vii) and (viii).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (l)}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*g*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	78·66	41,22,517	5,15,007	2,31,753	5·62	126	55·00
1906	78·65	41,70,608	6,44,063	2,89,829	6·95	157	55·00
1907	78·65	41,81,658	6,45,356	2,90,410	6·94	158	55·00
1908	78·65	41,86,647	6,24,593	2,81,067	6·71	153	55·00
1909	78·65	41,89,158	6,13,490	2,76,070	6·59	150	55·00
1910	78·65	41,86,289	8,30,707	3,73,818	8·93	203	55·00
1911	78·65	41,92,161	6,55,093	2,94,792	7·03	160	55·00
1912	78·65	41,91,995	7,16,119	3,22,253	7·68	175	55·00
1st qr. of 1913 . . .	78·65	41,96,109	2,00,611	90,275	2·15	196	55·00
1913-14	78·65	42,19,576	8,92,734	4,34,531	10·30	218	51·33
1914-15	78·65	42,37,467	7,49,354	3,59,690	8·49	183	52·00

8 (*h*) Rajpura-Bhatinda railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Rajpura to Patiala	1-11-64	16·00	
Patiala to Bhatinda	13-10-89	92·04	
Total . .	...	...	108·04

Details of construction—

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 250.

Agreement—

Dated the 30th January 1893, *between the Secretary of State and the Patiala Durbar,* as to management, maintenance and working.

Main provisions of agreement—

(i) *Land.*—For original construction was provided free of cost by the Patiala Durbar; the cost of that provided after 13th October 1889 (the date on which the agreement came into force) is debited to capital.

(ii) *Government aid.*—The line, which is the property of the Patiala Durbar, is managed, maintained, stocked and worked by the Government through the agency of the North Western railway as part of its system from the 13th October 1889.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working the North Western railway retains 55 per cent of the gross earnings (reduced to 52 per cent from 1st January 1904 in accordance with the Government of India, Public Works Department, No. $\frac{817}{818}$ R.T., dated the 5th October 1903, to the address of the $\frac{\text{Government of the Punjab}}{\text{Manager, North Western railway}}$) and the balance is paid to the Patiala Durbar.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*h*) Rajpura-Bhatinda railway (5′ 6″ gauge)—*concld.*

Main provisions of agreement—*concld.*

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of*—

(*a*) Mails, troops, police, high officials and stores both of the Government and of the Durbar.—

(*b*) Government and Durbar bullion and coin, and the persons in charge thereof.—

} To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—

(viii) *Power of the Durbar to surrender agreement.*—

The agreement is terminable on the 1st January or the 1st July in any year on six months' previous notice being given by either party to the agreement to the other. The Government may also determine the contract at any time on six months' notice in writing, should either the North Western railway, or the Patiala Durbar, fail to observe their obligations. Upon the determination of the agreement the North Western railway will give to the Patiala Durbar possession of the railway, all its belongings and moneys then payable to it, after which the Patiala Durbar will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Rajpura-Bhatinda railway.

(ix) *Term of agreement.*—From 13th October 1889 to the 31st December 1892, and thereafter as noted under (vii) and (viii).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	107·05	67,18,831	12,58,390	6,01,628	8·95	225	52·00
1906	107·05	68,02,580	11,87,134	5,69,825	8·38	213	52·00
1907	107·05	68,14,790	14,60,997	7,10,878	10·43	266	52·00
1908	107·05	68,52,951	13,74,351	6,59,689	9·63	247	52·00
1909	106·45	68,69,482	13,15,393	6,31,386	9·19	237	52·00
1910	106·45	68,92,203	13,91,108	6,67,731	9·68	251	52·00
1911	107·01	69,89,254	16,30,470	7,83,625	11·20	293	52·00
1912	106·04	70,42,312	20,30,909	9,74,788	13·84	363	52·00
1st qr. of 1913. .	106·04	70,78,101	4,35,345	2,08,966	2·95	310	52·00
1913-14 . . .	106·04	71,54,898	19,79,514	9,50,167	13·28	352	52·00
1914-15 . . .	106·04	72,49,445	13,49,862	6,44,574	8·89	239	52·00

8 (*i*) Southern Punjab railway (Main line) (5′ 6″ gauge)—

Chairman.—Sir Bradford Leslie, K.C.I.E.

Secretary.—E. J. Shepherd, Esq.

Offices.—Egypt House, 36, New Broad Street, London, E.C.

Date of registration of the Company.—30th July 1895.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (i)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*i*) Southern Punjab railway (Main line) (5′ 6″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Delhi *vid* Bhatinda to Samasata	10-11-97	399·89			
Independent entrance from Delhi Brewery to Delhi.	20-12-09	0·79	400·68		
Branch—					
Narwana to Kaithal	*1-2-99	23·38	23·38		
Total	...	...	...	424·06	*For goods traffic. Opened for passenger traffic—8th March 1899.
DOUBLE LINE—					
Between Delhi Brewery Cabin Junction and Delhi Kishangunge.	1-1-12	0·19			
	1-7-12	1·37	1·56		

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine, deodar and jarrah.

Ballast.—The line is ballasted throughout with broken brick and stone.

Fencing.—The line is fenced from Delhi Kishengunge to Nangloi (8·80 miles) only.

Curves.—The sharpest curve is of 2,100 feet radius.

Gradients.—The ruling gradient is 1 in 333.

Contracts—

Dated the 13th August 1895 (called the principalc ontract), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working.

Dated the 4th May 1899 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Narwana-Kaithal branch.

Dated the 4th June 1903 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 4th October 1905 (supplemental to the contracts of 1895, 1899 and 1903), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Southern Punjab "Ludhiana" Extension.

Dated the 14th May 1908 (supplemental to the contracts of 1895, 1899, 1903 and 1905), *between the Secretary of State and the Southern Punjab Railway Company*, for the purpose of defining the position of the Ludhiana-Dhuri-Jakhal railway in relation to the Southern Punjab railway.

Dated the 24th June 1909 (supplemental to the contracts of 1895, 1899, 1903, 1905 and 1908), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Sutlej Valley railway.

Dated the 9th July 1912 (supplemental to the contracts of 1895, 1899, 1903, 1905, 1908 and 1909), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction maintenance and working of the Jullundur Doab railway.

Dated the 20th January 1913 (supplemental to the contract of 1912), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction of the Jullundur City-Nakodar branch as part of the Jullundur Doab railway.

Dated the 22nd April 1914 (supplemental to the contracts of 1895, 1899, 1903, 1905, 1908, 1909, 1912 and 1913) *between the Secretary of State and the Southern Punjab Railway Company*, as to the adoption of the Government Financial year for the preparation of accounts, and as to the adoption of the year ending 30th September, instead of that ending 31st December, for purposes of payment of rebate and division of surplus profits.

Main provisions of contracts—

(i) *Land.*—In British territory provided by the Government free of cost to the Company. As to that in the territories of any Native State, the Government undertake to use their influence to acquire it for the Company, as far as possible, on the same terms.

(ii) *Government aid.*—The Government manage, maintain, stock and work the railway in all respects as far as practicable as part of the North Western Railway System; and allow to the Company in respect of each half-year, by way of rebate, on the net earnings of the North Western railway from traffic interchanged with the Southern Punjab railway and from all traffic originating and terminating at stations of the North Western railway (including the stations at Delhi and

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (i).}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*i*) Southern Punjab railway (Main line) (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

Samasata, respectively, but not including the stations of the Patiala State railway) as shall be sent over the said railway by the North Western railway in exercise of the power conferred upon, or reserved to, it by sub-clause 5 of clause 18 of the contract of 1895, such a sum (not exceeding the net earnings of the North Western railway) from the traffic above specified as together with the Company's net earnings, make up an amount equal to interest for the year at 3½ per cent on the actual expenditure charged in the capital account.

(iii) *Terms of working.*—For management, maintenance, provision of rolling-stock and working, the Government retain 52 per cent of the gross earnings, the remainder being the net earnings of the Company. Such net earnings, together with the rebate referred to under (ii), constitute the Company's net receipts.

(iv) *Distribution of profits.*—Surplus profits in excess of 3¾ per cent per annum on the total expenditure of the Company in sterling are divisible equally at the close of each year between the Government and the Company, provided that, after the completion of the Ludhiana Extension, a sum of £5,000 per annum is deducted from the net receipts of the Company's existing lines for administrative expenses in England and India before division of profits.

(v) *Rates and fares.*—To be fixed by the Government within the maxima and minima for the time being in force on the North Western railway.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed at the same rates and under the same arrangements as may be in force on State railways.

(vii) *Power of the Government to determine contract.*—Government may, by giving twelve months' notice, determine the contract and acquire the line on the 31st December 1929, or on the 31st December 1934 or on the 31st December of the last year of any subsequent period of ten year except the period expiring on 31st December 1954, paying to the Company in sterling a sum equal to 25 times the yearly average of the Company's share of the net earnings of the railway during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company in sterling nor be less than such capital expenditure. Government may also determine the contract on the 31st December 1954 by paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract [if not determined under* (vii) *or* (viii)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from N. W. Ry., (+), or share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expense to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1897 .	399·80	1,99,08,812	1,61,038	77,298	0·39	+19,942	97,240	0·49	52	52·00	Adjustments under the Cripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.
1898 .	399·80	2,23,62,921	16,29,122	7,81,978	3·49	...	7,81,978	3·49	74	52·00	
1899 .	423·18	2,26,68,262	16,11,010	7,73,285	3·41	+17,318	7,90,603	3·48	73	52·00	
1900 .	423·93	2,26,57,063	16,36,280	7,59,360	3·48	+ 3,562	7,62,922	3·50	74	52·00	
1901 .	423·93	2,25,70,734	24,96,333	11,96,240	5·31	—2,53,275	9,44,965	4·19	113	52·00	
1902 .	424·72	2,27,93,660	19,41,541	9,31,940	4·09	—59,973	8,41,967	3·69	88	52·00	
1903 .	425·33	2,28,27,906	21,59,158	10,36,396	4·54	—1,16,614	9,19,782	4·03	98	52·00	
1904 .	425·33	2,29,43,454	27,47,442	13,18,772	5·74	—2,40,317	10,77,955	4·70	124	52·00	
1905 .	425·33	2,30,13,696	36,40,372	17,47,379	7·59	—4,54,082	12,93,297	5·62	165	52·00	
1906 .	425·33	2,31,30,148	41,67,059	20,00,188	8·65	—5,76,959	14,23,229	6·15	188	52·00	
1907 .	423·75	2,31,79,761	50,37,456	24,17,978	10·43	—7,76,243	16,41,735	7·08	228	52·00	
1908 .	423·75	2,33,24,671	44,44,156	21,35,194	9·14	—6,28,229	15,06,965	6·45	202	52·00	
1909 .	424·06	2,35,69,933	33,15,733	15,91,551	6·75	—3,56,959	12,34,592	5·24	159	52·00	
1910 .	424·06	2,39,18,571	43,21,320	20,74,234	8·67	—5,94,776	14,79,458	6·19	196	52·00	
1911 .	424·06	2,43,04,411	50,29,087	24,13,962	9·93	—7,56,864	16,57,098	6·82	228	52·00	
1912 .	424·06	2,47,35,830	58,22,683	28,23,764	11·41	—9,56,408	18,67,376	7·55	267	52·00	
1st qr. of 1913.	424·06	2,49,47,567	10,97,941	5,27,012	2·11	—1,47,261	3,79,751	1·52	199	52·00	
1913-14 .	424·06	2,56,22,112	57,93,323	27,30,795	10·85	—9,22,300	18,58,495	7·25	263	52·00	
1914-15 .	424·06	2,62,48,269	52,97,182	25,42,648	9·69	—7,77,584	17,65,064	6·72	240	52·00	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (i)}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*j*) Southern Punjab railway (Jullundur Doab Extension) (5' 6" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Jullundur City to Kapurthala	*23-6-12	12·72			
Kapurthala to Sultanpur Lodi	*26-8-12	18·85			*For goods traffic. Opened for passenger traffic—1st January 1913.
Sultanpur Lodi to Lohian Khas	1-1-13	4·48			
Lohian Khas to Gidarpindi	10-1-14	4·39			
Gidarpindi to Makhu	14-4-14	8·29			
Makhu to Ferozepore Cantonment	11-8-13	25·86			
			74·59		
Phillaur extension—					
Lohian Khas to Phillaur	1-6-13	39·99			
			39·99		
Jullundur City-Nakodar branch—					
Jullundur City to Nakodar.	30-5-14	18·90			
			18·90		
GRAND TOTAL	...	...	...	133·48	

Details of construction—

Permanent-way.—The permanent-way consists of 78-lb. double-headed rails on Bradford Leslie pattern cast iron plate sleepers, of 75-lb. flat-footed British standard rails on deodar sleepers with bearing plates at bridges, points and crossings and of 60-lb. flat-footed British standard rails on deodar sleepers on goods and minor sidings.

Ballast.—The line is being ballasted with sand and broken brick.

Fencing.—The line is unfenced except round station yards and at level crossings.

Curves.—The sharpest curve is of 1910 feet radius.

Gradients.—The steepest gradient is 1 in 222.

Contracts—

Dated 9th July 1912, *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, maintenance and working of the Jullundur Doab railway, supplementary to the provisions of the contract of the 18th August 1895 (called the principal contract) and of the contracts of the 4th May 1899, the 4th June 1903, the 4th October 1905, the 14th May 1908 and the 24th June 1909, between the Secretary of State and the Southern Punjab Railway Company.

Dated the 20th January 1913 (supplemental to the contract of 1912), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction of the Jullundur-Nakodar chord as part of the Jullundur Doab Railway.

Main provisions of contracts—

(i) *Land.*—Land in British territory provided by the Government free of cost, and that in Native State (not being waste land) on payment of compensation by the Company, unless the Durbar waive their claim to such compensation.

(ii) *Government aid.*—The Government manage, maintain, stock and work the railway in all respects as far as practicable as a part of the North Western railway system and allow to the Company in respect of this line, for each year, by way of rebate, on the net earnings of the North Western railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as together with the net earnings of the Jullundur Doab Railway will be equal to interest for such year at the rate of 4½ per cent on the capital expenditure of the Company on the Jullundur Doab railway as charged to the Capital Account, provided that if in any year the rebate so ascertained shall exceed the aggregate of the following two sums :—

(*a*) net earnings of the North Western railway from its traffic interchanged with the Jullundur Doab railway and between the Jullundur Doab Railway and foreign lines passing by way of the North Western railway and from traffic originating and terminating at stations on the North Western railway (including the stations at Delhi, Samasatta, Ferozepore, Ludhiana, Kasur, and Lodhran, Jullundur and Phillaur but not stations of the Patiala railway and including also stations on the Amritsar-Patti railway and stations on any lines joining the North Western railway at Jullundur or Phillaur from the North or the East) and sent over the Jullundur Doab railway, other than the traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or clause 13 of the contract of 1909 or under all such clauses.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (i)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*j*) Southern Punjab railway (Jullundur Doab Extension) (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(*b*) such surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or clause 13 of the contract of 1909 or under all or any of such clauses, as shall remain after satisfying claims under such clauses or either of them (if any),

then the rebate for such year shall be reduced to an amount equal to the aggregate of the said two sums.

(iii) *Terms of working.*—For management, maintenance, provision of rolling-stock and working Government retain 52 per cent of gross earnings, the remainder being the net earnings of the Company. Such net earnings together with the rebate referred to under (ii) above constitute the Company's net receipts.

(iv) *Distribution of profits.*—Surplus profits in excess of 4½ per cent per annum on the total capital expenditure of the Company are divisible at the close of each year between the Company and the Secretary of State in the proportion of ¼th to the Company and ¾ths to the Secretary of State subject to the provisions laid down in clause 26 of the contract of 1912.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of:*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to surrender contract.*—
(ix) *Term of contract [if not determined under (vii) and (viii)].*—

As noted under 8 (*i*), Southern Punjab railway (5′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly undr construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway (+), or share of surplus profits payable to the Secretary of State in England. (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1912 .	28·25	1,01,82,301	8,129	3,902	0·03	....	3,902	0·03	13	52·00
1st qr. of 1913	32·73	1,10,18,745	29,673	14,243	0·13	+17,649	31,892	0·29	70	52·00
1913-14 .	102·97	1,32,40,258	2,62,639	1,26,067	0·95	+1,72,394	2,98,461	2·25	60	52·00
1914-15 .	183·48	1,31,32,305	4,49,006	2,15,523	1·64	+3,52,781	5,68,304	4·33	65	52·00

8 (*k*) Southern Punjab railway (Ludhiana extension) (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Ludhiana to Ferozepore	*10-6-05	76·68		* For goods traffic. Opened for passenger traffic—1st October 1905.
Ferozepore to MacLeod Ganj	10-2-06	75·36		
TOTAL ...	...	...	152·04	

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah and deodar sleepers.

Ballast.—The line is ballasted with brick and stone.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are fenced.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (i)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*k*) Southern Punjab railway (Ludhiana Extension) (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Main provisions of contracts—

This extension is worked by the Government, through the agency of the North Western railway as a part of the Southern Punjab railway under the provisions of the contracts noted under 8(*i*), Southern Punjab railway (5′ 6″ gauge), except as follows :—

(i) *Government aid.*—The Government allow to the Company, in respect of each half-year, a rebate on the net earnings of the North Western railway derived from—

(*a*) the traffic interchanged between the North Western railway and this railway, whether directly or by way of the other railways of the Company;

(*b*) all traffic orginating and terminating at stations of the North Western railway (including the stations at Delhi, Samasata, Ferozepore and Ludhiana respectively, but not including stations of the Patiala State railway) which shall be sent over this railway by the North Western railway in exercise of the power conferred upon, or reserved to, it by sub-clause 5 of clause 18 of the contract of 1895; and

(*c*) coaching traffic between Ludhiana and Ferozepore over and above the average earnings of the North Western railway from such traffic during the corresponding half-year in the five years preceding the opening of this line.

Such rebate to be of an amount which shall not exceed the amount of the said net earnings, and which, when added to all allowances by way of rebate made to the Company under the provisions of the contracts of 1895 and 1899 in respect of the same half-year, shall not exceed the net earnings of the North Western railway from all traffic interchanged with or sent over any part of the Company's lines (including this line), but which, subject as aforesaid, shall extend to an amount sufficient, with the net earnings of this line, to make up interest at the rate of 5 per cent per annum on the capital expenditure of the Company in respect of this line as charged in the capital account.

Provided that the Company shall not in any half-year be entitled, under clause 12 of the contract of 1905, to any rebate in respect of traffic which is also the subject of rebate under clause 23 of the contract of 1895 and if to the extent to which in that half-year the sum required to make up the earnings of the Company to 3½ per cent under clause 23 of the contract of 1895 would have been insufficient for that purpose without taking into account such traffic or some part thereof, but any surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate both under the first part of clause 12 of the contract of 1905, and also under the contract of 1895 which shall remain after satisfying any claim under the contract of 1895, shall nevertheless be applicable to meet any claim of the Company to rebate under clause 12 of the contract of 1905.

(ii) *Distribution of profits.*—Surplus net receipts in excess of 5 per cent per annum on the Company's total capital expenditure in respect of the extension are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (−).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905	77·05	70,09,669	73,332	35,200	0·50	+10,500	45,700	0·65	33	52·00
1906	155·05	79,33,781	6,29,557	3,02,187	3·81	+56,692	3,58,879	4·52	73	52·00
1907	152·04	83,43,814	8,98,142	4,31,108	5·17	−15,147	4,15,961	4·99	113	52·00
1908	152·04	87,92,087	8,31,931	3,99,327	4·54	+29,270	4,28,597	4·87	105	52·00
1909	152·04	89,14,112	7,88,692	3,78,573	4·25	+65,713	4,44,286	4·98	100	52·00
1910	152·04	89,40,892	10,03,716	4,81,784	5·39	−24,458	4,57,326	5·11	127	52·00
1911	152·04	89,63,708	10,90,618	5,23,497	5·82	−56,014	4,67,483	5·20	138	52·00
1912	152·04	90,15,837	11,77,568	5,65,233	6·26	−84,060	4,81,173	5·34	149	52·00
1st qr of 1913	152·04	90,16,169	2,88,228	1,38,349	1·53	−19,327	1,19,022	1·32	146	52·00
1913-14	152·04	91,86,178	13,47,598	6,46,847	7·04	−1,41,400	5,05,447	5·50	170	52·00
1914-15	152·04	92,45,584	12,04,864	5,78,334	6·25	−87,210	4,91,124	5·31	152	52·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-head s (a) to (l)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*l*) Southern Punjab railway (Sutlej Valley Extension) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kasur to Lodhran	6-7-10	208·19	208·19

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers for main line and main loops and 60-lb. flat-footed rails on jarrah and deodar sleepers for other sidings.

Ballast.—The line is ballasted with broken brick and stone.

Fencing.—Only station yards and short lengths on each side of level crossings provided with gates are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Main provisions of contract—

This railway is worked by the Government, through the agency of the North Western railway, as a part of the Southern Punjab railway under the provisions of the contracts noted under 8 (*i*), Southern Punjab railway (Main line), except as follows :—

(ii) *Government aid.*—The Government allow to the Southern Punjab Railway Company, for each half-year, by way of rebate, on the net earnings of the North Western railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the net earnings of the Company in respect of this railway, will be equal to interest at 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway, provided that if in any year the rebate so ascertained shall exceed the aggregate of—

(*a*) the net earnings of the North Western railway from its traffic interchanged with the Sutlej Valley railway and from traffic originating and terminating at stations on the North Western railway (including the stations at Delhi, Samasata, Ferozepore, Ludhiana, Kasur and Lodhran, but not including stations of the Rajpura-Bhatinda railway) and sent over the Sutlej Valley railway, other than the traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or under both these clauses, and

(*b*) such surplus (if any) of net earnings of the North Western railway in respect of traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or under both these clauses, as shall remain after satisfying claims under such clauses or either of them (if any),

then the rebate for such year shall be reduced to an amount equal to the aggregate of the said two sums.

(iv) *Distribution of profits.*—Surplus net receipts in excess of 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), or share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1910 .	209·46	*1,54,94,559	2,89,668	1,39,041	0·90	+1,85,209	3,24,250	2·14	54	52·00
1911 .	208·19	1,52,17,748	5,66,486	2,71,914	1·79	+4,03,911	6,75,825	4·44	52	52·00
1912 .	208·19	1,52,28,474	5,17,652	2,48,473	1·63	+4,89,385	6,87,858	4·52	48	52·00
1st qr. of 1913 .	208·19	1,52,33,176	1,30,630	62,702	0·41	+1,06,963	1,71,665	1·13	48	52·00
1913-14 .	208·19	1,52,73,939	6,77,949	3,25,415	2·13	+3,60,743	6,86,158	4·49	63	52·00
1914-15 .	208·19	1,52,96,482	6,00,181	2,88,087	1·88	+3,90,533	6,876,20	4·49	55	52·00

*Includes Rs. 3,24,250 adjusted in 1911.

8 (*m*) Jacobabad-Kashmor railway (2′ 6″ gauge)—

Date of registration of the Company.—30th April 1913.

The construction of this line by the Upper Sind Light Railways, Jacobabad-Kashmor Feeder, Limited, was sanctioned under Railway Board's Notification No. 282, dated the 16th October 1913.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (l)}}$ NORTH WESTERN RAILWAY SYSTEM—*contd.*

8 (*m*) Jacobabad-Kashmor railway (2′ 6″ gauge)—*concld.*

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jacobabad to Kashmor	1-12-14	76·70	76·70

Details of construction—

Permanent-way.—The permanent-way consists of 30 lb. flat-footed steel rails on sal sleepers.
Ballast.—The line is not ballasted.
Fencing.—The line is unfenced, except round Jacobabad station yard.
Curves—The sharpest curve is of 716 feet radius.
Gradients.—The ruling gradient is 1 in 200.

Agreement—

This line was constructed by the Upper Sind Light Railways, Jacobabad-Kashmore Feeder, Limited, and is being maintained, managed and worked by the North Western Railway under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (*i*) lines open and (*ii*) lines partly on wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway (+), or share of surplus profits payable to the Secretary of State in England (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1914-15 .	76·70	20,99,487	21,420	11,781	0·56	...	11,781	0·56	16	45·00

8 (*n*) Kalka-Simla railway (2′ 6″ gauge)—

The railway was constructed by, and at the cost of, the Delhi-Umballa-Kalka Railway Company. On the representation of the Company it was decided to purchase the Company's interest in the line. This was effected by the payment of £300,000; the Secretary of State waiving all claim to arrears of unpaid interest on the advances, *viz.*, Rs. 1,16,47,512, *made to the Company.* The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western railway administration with effect from the 1st January 1907.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kalka to Simla station	9-11-03	59·44	
Simla station to Old Bullock Train Office	27-6-09	0·48	
TOTAL ...	...	...	59·92

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers. The 40½-lb. rails are being renewed with 60-lb. and 62-lb. flat-footed rails.
Ballast.—The line is ballasted with stone.
Fencing.—The line is fenced only along the Kalka camping ground and through the outskirts of the town of Kalka.
Curves.—Most of the curves are compound, the limiting radius being 120 feet.
Gradients.—The ruling gradient is 1 in 33.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (t)}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*n*) Kalka-Simla railway (2′ 6″ gauge)—*concld.*

Contract—

Nil.—The line is owned and worked by the State.

Rates and fares.—May be varied within the limits of certain fixed maxima and minima subject to certain special conditions regarding charges for tunnels.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings	Remarks.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1906 .	59·44	1,77,93,538	7,64,322	3,07,125	1·73	5,90,655	—2,83,530	247	59·82	The decrease in net earnings in 1910 is mainly due to renewals of permanent-way with 60-lb. rails and charges for special renewals amounting to Rs. 2,04,056.
1907 .	59·44	1,76,82,568	9,25,979	4,05,368	2·29	5,83,663	—1,78,295	300	56·22	
1908 .	59·44	1,83,44,065	9,64,623	2,90,131	1·58	5,67,129	—2,76,998	312	69·92	
1909 .	59·92	1,85,14,812	9,81,289	2,39,679	1·27	5,81,632	—3,41,953	316	75·58	
1910 .	59·92	1,94,24,591	10,30,967	36,042	0·18	6,03,907	—5,67,865	331	96·50	
1911 .	59·92	1,96,91,570	11,54,432	3,37,867	1·71	6,22,427	—2,84,560	370	70·73	
1912 .	59·92	1,97,61,852	12,59,923	3,95,164	2·00	6,25,180	—2,30,016	404	68·63	
1st qr. of 1913 .	59·92	1,98,48,191	2,61,535	41,353	0·21	1,56,961	—1,15,608	336	84·19	
1913-14 .	59·92	1,99,24,926	13,34,402	4,48,750	2·25	6,28,167	—1,79,417	428	66·37	
1914-15 .	59·92	1,97,43,601	12,82,261	7,41,912	3·76	6,42,417	+99,495	412	42·14	

8 (*o*) Kohat-Thal railway (2′ 6″ gauge)—

Originally the line was on the 2′ 6″ gauge from Khushalgarh, from which place to Kohat it was converted into 5′ 6″ gauge and merged in the North Western railway proper in 1903.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kohat to Thal	1-4-03	61·75	61·75

Details of construction—

Permanent-way.—The line is laid partly with 41¼-lb. and partly with 35-lb. rails, on wooden sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Nil.—The line is owned and worked by the State.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . .	29·70	49,49,378	29,225	9,388	0·19	31	67·88
1903 . .	91·73	56,70,700	1,33,533	—99,560	...	34	174·56
1904 . .	91·73	60,16,294	1,61,437	—1,97,565	...	34	222·38
1905 . .	91·73	61,63,394	1,89,445	—1,25,715	...	38	166·36
1906 . .	91·73	61,72,723	2,39,257	—1,04,516	...	50	143·68
1907 . .	91·73	61,72,701	2,28,189	—1,69,984	...	48	174·49
1908 . .	61·75	42,64,510	1,06,963	—3,50,398	...	33	427·59
1909 . .	61·75	42,68,969	1,04,952	—2,84,978	...	33	323·89
1910 . .	61·75	42,77,931	1,03,605	—1,96,316	...	32	231·57
1911 . .	61·75	43,16,826	1,14,485	—1,67,880	...	36	24·664
1912 . .	61·75	43,99,955	1,23,442	—1,61,586	...	38	231·97
1st qr. of 1913 .	61·75	44,02,760	30,847	—13,648	...	38	144·24
1913-14 .	61·75	43,70,614	1,38,223	—6,799	...	43	104·92
1914-15 .	61·75	43,90,461	1,40,484	—58,750	...	44	141·82

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number. Main head 8 / Sub-heads (*a*) to (*t*). **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*p*) Nowshera-Durgai railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Nowshera to Durgai	1-1-01	40·25	40·25

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 250 feet.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Nil.—The line is owned and worked by the State.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901 . .	40·25	17,97,886	95,037	—60,702	...	45	163·87
1902 . .	40·25	24,92,716	1,06,949	—55,905	...	51	152·27
1903 . .	40·25	24,19,651	1,10,782	—1,848	...	53	101·67
1904 . .	40·25	25,08,059	1,45,118	3,963	0·16	69	97·29
1905 . .	40·25	25,53,071	1,41,656	—11,574	...	68	108·17
1906 . .	40·25	25,70,096	1,50,872	11,371	0·44	72	92·46
1907 . .	40·25	25,76,543	1,73,332	9,924	0·39	83	94·27
1908 . .	40·25	25,99,122	1,98,567	28,729	1·10	95	85·53
1909 . .	40·25	25,92,909	2,04,475	5,747	0·23	98	97·19
1910 . .	40·25	25,93,397	2,25,044	29,291	1·12	107	86·98
1911 . .	40·25	26,01,859	2,29,148	37,536	1·44	109	83·62
1912 . .	40·25	26,16,081	2,43,404	34,514	1·34	116	85·82
1st qr. of 1913	40·25	26,24,124	58,354	5,024	0·17	111	91·39
1913-14 .	40·25	26,30,567	2,64,088	75,928	2·88	126	71·25
1914-15 .	40·25	26,59,785	2,63,500	90,773	3·41	126	65·55

8 (*q*) Trans-Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Kalabagh to Bannu	15-6-13	88·91	88·91	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Laki to Tank (sanctioned on 17th January 1913 . . .	...	47·37	47·37	
GRAND TOTAL ...	...	...	...	136·28

Details of construction—

Permanent-way.—The permanent-way consists of new 50-lb. flat-footed steel rails, British standard section, laid on second hand deodar 5′ 6″ gauge sleepers cut down to lengths of 5′ and 5′ 6″.

Ballast.—The line is unballasted.

Fencing.—The line is unfenced, but the portion between Gambila and Bannu is being fenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 50.

Contract—

Nil.—The line is owned and worked by the State.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number] Main head 8 / Sub-heads (*a*) to (*l*). **NORTH WESTERN RAILWAY SYSTEM**—*concld.*

8 (*q*) Trans-Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1913-14	88·91	68,27,036	2,18,035	46,490	0·68	59	78·68
1914-15	88·91	81,82,561	3,45,918	—16,416	....	75	104·75

8 (*r*) Mandra-Bhon railway (5′ 6″ gauge)—

Date of registration of the Company.—13th November 1913.

The construction of this line by the North Western railway for the Mandra-Bhon Railway Company was sanctioned under Railway Board's Notification No. 355, dated the 3rd December 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mandra to Bhon (sanctioned on 3rd December 1913)	...	46·34	46·34

8 (*s*) Phagwara-Rahon railway (5′ 6″ gauge)—

Date of registration of the Company.—27th February 1914.

The construction of the line by the Hoshiarpur Doab Branch Railways' Company was authorised by the Railway Board in their letter No. $\frac{651}{570}$-R.C., dated the 13th March 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Phagwara to Rahon (sanctioned on 13th March 1914)	...	26·80	26·80

8 (*t*) Sialkot-Narowal railway (5′ 6″ gauge)—

Date of registration of the Company.—21st July 1914.

The construction of this line by the North Western railway for the Sialkot-Narowal Railway Company was sanctioned under Railway Board's Notification No. 19, dated the 26th January 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sialkot to Narowal (sanctioned on 26th January 1915)	...	38·15	38·15

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 9}{\text{Sub-heads } (a) \text{ to } (d)}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—**

Lines comprised in the system.—The Oudh and Rohilkhand railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Oudh and Rohilkhand railway { (5′ 6″ gauge) 1,523·95 / (3′ 3⅜″ gauge) 2·18 }	1,526·13	...	1,526·13
(*b*) Cawnpore-Banda railway (5′ 6″ gauge)	76·27	64·55	140·82
(*c*) Hardwar-Dehra railway (5′ 6″ gauge)	32·04	...	32·04
(*d*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)	79·60	...	79·60
Total	1,714·04	64·55	1,778·59

Running powers—

Home line over Foreign lines :—

Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only.		13·00
Meerut City to Meerut Cantonment, North Western railway, for passenger trains only		2·75
	Total	15·75

Foreign lines over Home line :—

Great Indian Peninsula railway at Cawnpore, for passenger and goods trains		0·86
,, ,, ,, ,, Cawnpore to Lucknow, for passenger trains only		44·63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only		10·00
		55·49
Bengal and North-Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal, 34·57 miles (Cawnpore-Burhwal link, 3′ 3⅜″ gauge)		79·60
,, ,, ,, ,, Benares Cantonment to Benares City	for passenger trains.	2·18
Rohilkund and Kumaon railway, over Ramganga bridge between Bareilly and Basharatganj.	for passenger and goods trains.	0·52
,, ,, ,, ,, ,, ,, Dalpatpur and Moradabad	for passenger and goods trains.	0·40
		82·70

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand railway. This tramway is 3·25 miles long and is worked by cattle power. It is used for goods traffic only.

Date of registration of the late guaranteed Company.—August 1867.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Moghal Sarai to mile 3·55	22-12-62	3·95			
Mile 3·55, south of the Dufferin bridge, to Kashi (Benares Ganges) station.	1-10-87	4·25			
Kashi (Benares Ganges) station to Benares Cantonment.	18-6-83	1·50			
Benares Cantonment to Rae Bareli	4-4-98	138·36			
Rae Bareli to Lucknow	18-10-93	49·56			
Lucknow to Sandila	1-2-72	30·00			
Sandila to Hardoi	15-7-72	33·00			
Hardoi to Shahjahanpur	1-3-73	39·00			
Shahjahanpur to Pitambarpur	8-9-73	32·00			
Pitambarpur to Bareilly	1-11-73	13·00			
Bareilly to Moradabad (chord line *vid* Rampur).	8-6-94	*56·07			* Of this, 0·49 mile, *i.e.*, over the Ramganga bridge (Moradabad) is of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Moradabad to Nagina	8-10-84	47·25			
Nagina to Najibabad	1-4-85	13 70			
Najibabad to Saharanpur	1-1-86	58·25			
			518·92		
Benares-Lucknow loop—					
Benares Cantonment to Shahganj	5-1-74	56·03			
Shahganj to Bilwai	1-5-74	7·00			
Bilwai to Malipur	17-4-74	9·00			
Malipur to Akbarpur	2-3-74	12·00			
Akbarpur to Fyzabad	10-6-73	38·24			
Fyzabad to Bara Banki	25-11-72	62·00			
Bara Banki to Lucknow Block hut	1-1-72	14·39			
			198·66		
Bareilly-Moradabad loop —					
Bareilly to mile 5	22-12-73	†5·00			† Of this, 1·17 miles, *i.e.*, over Ramganga bridge (Bareilly) are of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Mile 5 to Aonla	1-11-73	11·00			
Aonla to Chandausi	10-6-73	27·00			
Chandausi to Moradabad	28-10-72	27·50			
			70·50		
CARRIED OVER	...	...	...	788·08	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 9}{\text{Sub-heads } (a) \text{ to } (d)}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*contd.*

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	788·08	
Branches on the main line—					
Cawnpore branch—					
Lucknow to Cawnpore	23-4-67	42·00			
Left bank of the Ganges to junction with the East Indian railway at Cawnpore	15-7-75	3·22			
Passenger approach to the East Indian railway at Cawnpore	21-2-88	0·23			
Balamau-Madhoganj branch—			45·45		
Balamau to Madhoganj	20-12-03	14·20			
Madhoganj-Sandi extension—			14·20		
Madhoganj to Bilgram	15-11-09	7·62			
Bilgram to Sandi	9-3-10	9·43			
Balamau-Sitapur branch—			17·05		
Balamau to Misrikh	9-3-10	22·44			
Misrikh to Sitapur	5-4-10	14·33			
Rosa-Sitapur branch—			36·76		
Rosa to Sitapur City	18-6-10	49·22			
Sitapur City to Sitapur Cantonment	9-2-11 6-4-14	2·66 0·77			
Moradabad-Ghaziabad branch—			52·65		
Moradabad to Gajroula	1-4-00	33·40			
Gajroula to Ghaziabad	25-11-00	53·37			
Hapur-Meerut branch—			86·77		
Hapur to Meerut	7-11-04	18·09			
Kotdwara branch—			18·09		
Najibabad Junction to the right bank of the Koh river opposite Kotdwara	24-12-96	15·19			
Hardwar branch—			15·19		
Lhaksar Junction to the left bank of the Ganges Canal near Jawalapur	1-1-86	13·53			
Left bank of the Ganges Canal near Jawalapur to Hardwar	20-8-86	3·53			
			17·06		
Branches on Benares-Lucknow loop—					
Allahabad-Fyzabad branch—					
Fyzabad to Sultanpur	1-2-04	35·50			
Sultanpur to Siwait*	1-7-03	*47·05			* Excluding 2·45 miles, between Partabgarh and Chilbila, which is a part of the main line.
Siwait to Phaphamau	20-1-04	3·27			
Phaphamau to Allahabad	1-1-05	7·00			
			92·82		
Allahabad-Jaunpur branch—					
Phaphamau to Mariahu	18-6-06	47·51			
Mariahu to Zafarabad	1-1-07	10·67			
			58·18		
Bahramghat branch—					
Bara Banki to Bahramghat	20-11-72	†21·52			† Of this the length from Burhwal to Bara Banki, 16·79 miles, is of mixed 5′ 6″ and 3′ 3½″) gauge.
			21·52		
Branches on the Bareilly-Moradabad loop—					
Aligarh branch—					
Chandausi to Rajghat Narora	28-10-72	30·48			
Rajghat Narora to Aligarh	1-2-72	30·12			
			60·60		
Allahabad-Rae Bareli-Cawnpore branch—					
Phaphamau to Rae Bareli	2-11-11	68·00			
Daryapur to Dalmau	2-11-11	15·33			
Unchahar to Unao	1-2-12	69·02			
			152·35		
Gajroula-Chandpur branch—					
Gajroula to Chandpur	7-6-11	21·88			
			21·88		
Dhakia-Sambhal Branch—					
Raja-ka-Sahaspur to Sambhal Hatim Sarai	25-6-12	14·58			
			14·58		
Akbarpur-Tanda Branch—					
Akbarpur to Tanda	28-10-12	10·72			
			10·72		
				735·87	
3′ 3½″ gauge—Benares City branch—					
Benares Cantonment (Oudh and Rohilkhand) to Benares City (Bengal and North-Western)	1-4-99	2·18	2·18		
				2·18	
Total	...	...	...	1,526·13	
DOUBLE LINE—					
Lucknow Blockhut to Kakori	11-10-09	11·38			
Moghal Sarai to Bechupur	21-4-13	1·24	...		
Bechupur to right bank of Dufferin Bridge	21-12-12	4·19			
Kashi to Benares Cantonment	5-3-13	2·82			
Saharanpur to Khan Alampura	11-5-14	1·35			
			20·98		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$ **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*contd.*

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The main line, which was laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers and about 285 miles, including double line, are practically complete. The pot sleepers in the main line have all been replaced by wooden sleepers. The Benares-Lucknow loop is laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, of which 63 miles have been replaced by wooden sleepers and 25 miles with 90-lb. flat-footed steel rails. On most of the branches the rails are 75-lb. flat-footed steel. The Bahramghat branch is laid with 60-lb. steel and iron rails, and Madhoganj-Sandi extension partly with 60-lb. flat-footed iron and partly with 60-lb. steel rails.

The Allahabad-Rae Bareli-Cawnpore branch is laid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers.

The sleepers are of the following types:—Stamped steel bowls, cast-iron pots (Fowler's patent box, Walton's, Hederstedts and M.C.), steel trough and wood (sâl, deodar and Australian hard wood). There are a few wrought-iron saddle back sleepers still in the Kotdwara and Bahramghat branches.

Ballast.—The main line and branches are ballasted with sand, kunkur, stone, shingle and broken brick.

Fencing.—The line is fenced throughout with the exception of the Balamau-Sandi, Rosa-Sitapur, Gajroula-Chandpur, Hapur-Meerut, Dhakia-Sambhal and Kotdwara branches and a portion of the Allahabad-Jaunpur branch.

Curves.—The sharpest curve on the line is of 955 feet radius.

Gradients.—The ruling gradient of the railway is 1 in 400, except between Dhakia and Sambhal, 1 in 333, between Benares and Moghal Sarai, 1 in 300; between Moradabad and Lhaksar, 1 in 200; between Lhaksar and Saharanpur, 1 in 150; and between Najibabad and right bank of the Koh river, 1 in 100.

Contracts—

Nil.—The railway is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1882 will be found in Appendix 38 to the Report for 1907.)—

Includes the Cawnpore-Burhwal (3′ 3½″ gauge) Link, 9 (*d*).

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1889	692·55	9,22,32,226	75,39,683	42,04,076	4·56	49,71,998	−7,67,822	209	44·24
1890	692·55	9,27,89,280	73,81,396	37,54,478	4·05	44,23,109	−6,68,631	205	49·14
1891	692·55	9,28,38,358	85,64,209	49,42,458	5·32	47,25,666	+2,16,792	238	42·29
1892	692·55	9,51,44,770	85,42,836	50,16,329	5·27	52,79,411	−2,63,082	237	41·28
1893	741·11	10,09,17,292	87,15,926	50,17,053	4·97	55,01,058	−4,84,005	239	42·44
1894	796·64	10,28,87,184	1,05,18,836	57,36,138	5·58	63,11,201	−5,75,063	262	45·47
1895	797·18	10,65,05,148	1,02,94,880	52,55,948	4·93	64,26,370	−11,70,422	248	48·95
1896	830·15	10,92,69,485	86,97,076	43,50,907	3·98	61,30,729	−17,79,822	209	49·97
1897	891·97	11,44,19,239	85,15,556	36,96,778	3·23	59,77,486	−22,80,708	186	56·59
1898	1,030·36	11,66,56,000	98,51,599	53,07,727	4·55	58,76,247	−5,68,520	190	46·12
1899	1,030·36	12,23,50,210	1,11,35,990	60,76,595	4·97	59,75,292	+1,01,303	208	45·45
1900	1,101·56	12,57,60,656	1,15,15,132	55,91,727	4·45	62,23,185	−6,36,458	209	51·44
1901	1,118·94	12,39,85,151	1,32,54,991	72,20,007	5·60	63,12,044	+9,07,963	231	45·53
1902	1,119·24	13,66,82,842	1,71,65,792	64,11,336	4·69	64,79,103	−67,767	230	51·30
1903	1,189·79	14,54,26,164	1,39,49,922	72,31,863	4·97	68,40,953	+3,90,909	232	48·16
1904	1,237·65	14,96,69,929	1,52,96,206	71,33,117	4·76	70,54,120	+78,997	241	53·37
1905	1,244·65	15,37,92,910	1,53,85,913	63,43,667	4·12	71,68,431	−8,24,764	238	58·77
1906	1,292·16	15,71,99,731	1,64,67,339	78,15,731	4·97	75,66,010	+2,49,721	249	52·54
1907	1,302·83	16,40,20,116	1,81,93,069	65,62,413	4·00	70,99,564	−5,37,151	269	63·93
1908	1,302·83	17,17,49,978	1,61,61,543	50,29,153	2·93	74,78,210	−24,44,057	239	68·88
1909	1,310·52	17,78,51,571	1,61,86,594	45,93,282	2·58	76,42,849	−30,49,567	238	72·76
1910	1,406·75	18,58,11,981	1,83,03,944	88,80,833	4·78	78,34,486	+10,46,346	253	51·48
1911	1,513·77	19,51,23,398	2,03,88,454	1,04,88,468	5·38	80,09,802	+24,78,666	256	48·56
1912	1,604·14	20,17,91,276	2,45,19,400	1,39,76,826	6·92	90,21,621	+49,55,205	294	43·00
1st qr. of 1913	1,604·14	20,24,29,541	61,06,475	28,60,729	1·41	21,64,489	+6,96,240	293	53·15
1913-14*	1,638·33	21,64,74,673	2,41,23,950	1,23,21,631	5·69	91,48,838	+31,72,793	283	48·92
1914-15*	1,682·09	22,15,79,883	2,08,24,033	91,22,888	4·12	93,51,473	−2,28,585	238	56·71

* Includes the Cawnpore-Banda railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—*contd.***

9 (*b*) Cawnpore-Banda railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Juhi to Hamirpur Road	21-4-13	33·37			
Hamirpur Road to Khirada	20-7-14	43·90	76·27		
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Samerpore to Belatal (sanctioned on 13th December 1910)	...	*64·55	64·55		*Work stopped.
GRAND TOTAL	...	...	...	140·82	

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed British standard rails laid on steel trough sleepers.

Ballast.—The line is ballasted with sand. But stone or brick ballast has been provided at station yards and bridge approaches.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 2,292 feet.

Gradients.—The ruling gradient is 1 in 150.

Contract—

This line was constructed and worked as a State line by the Oudh and Rohilkhand Railway up to the 31st March 1915. Since then the maintenance, management and working of the line has been made over to the Great Indian Peninsula Railway Company, under the terms of a contract, dated the 8th May 1914, between the Secretary of State and the Company.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to the year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1913-14	33·37	69,34,118	Included with the Oudh and Rohilkhand railway.						
1914-15	76·27	78,34,564							

9 (*c*) Hardwar-Dehra railway (5′ 6″ gauge)—

Date of registration of the Company.—12th March 1897.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Hardwar to Dehra	1-8-00	32·04	32·04

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar, sal, hard wood and Australian sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet

Gradients.—The ruling gradient is 1 in 75.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*contd.*

9 (c) Hardwar-Dehra railway (5′ 6″ gauge)—*concld.*

Agreement and contract—

Agreement, dated the 6th January 1897, *between the Secretary of State and Messrs. Gillanders, Arbuthnot and Company of Calcutta* (called "the Promoters"), as to the grant of a provisional concession for the construction of the Hardwar-Dehra Branch railway.

Contract, dated the 26th March 1897 (called the scheduled contract), *between the Secretary of State and the Hardwar-Dehra Railway Company*, as to the construction, maintenance and working of the Hardwar-Dehra Branch railway.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—The line is the property of the Hardwar-Dehra Branch Railway Company, and was constructed, from funds supplied by the Company, by the Government, who maintain, stock and work it through the agency of the Oudh and Rohilkhand railway.

The Government guarantees interest at 3 per cent per annum on the capital expenditure, and also undertake to allow to the Company, in any year in which it does not receive the minimum dividend of 3 per cent from the earnings of the line, the sum of Rs. 3,600 for such year for or towards management and office expenses.

(iii) *Terms of working.*—For maintenance, provision of rolling-stock and working the Oudh and Rohilkhand Railway Administration retains 50 per cent of the gross earnings of the Branch line.

(iv) *Distribution of profits.*—The surplus profits in each year remaining after repayment to the Government of the amount of the guaranteed interest for the year are to be divided equally between the Government and the Company.

(v) *Rates and fares.*—Certain maxima and minima have been fixed by the Government, between the limits of which the working agency (*viz.*, the Oudh and Rohilkhand railway) can vary the rates and fares quoted for goods and coaching traffic.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vii) *Power of the Government to determine contract.*—The Government may determine the contract, on twelve months' notice, either on the 31st December 1919 or on the 31st December in the last year of any subsequent period of ten years, by paying to the Company a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent, nor is less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

Statistics of working—

Year.	Miles open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles'	Rs.	Rs.	Rs		Rs.	Rs.	Rs.	Rs.		
1900 .	32·04	25,67,093	1,60,485	80,243	3·13	....	...	...	115	50·00	Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges.
1901 .	32·04	28,12,301	2,13,456	1,06,728	3·80	84,220	11,254	+11,254	128	50·00	
1902 .	32·04	28,36,486	2,52,485	1,26,242	4·45	85,048	20,597	+20,597	152	50·00	
1903 .	32·04	28,44,541	2,62,719	1,31,360	4·62	85,260	23,050	+23,050	158	50·00	
1904 .	32·04	29,12,992	2,63,612	1,31,806	4·52	86,777	22,515	+22,514	158	50·00	
1905 .	32·04	29,20,650	3,18,476	1,56,738	5·37	87,590	34,574	+34,574	188	50·00	
1906 .	32·04	29,24,284	3,34,110	1,67,055	5·71	87,688	39,683	+39,684	201	50·00	
1907 .	32·04	29,27,942	3,86,565	1,93,283	6·60	87,822	52,730	+52,731	232	50·06	
1908 .	32·04	29,44,092	3,76,334	1,88,167	6·39	88,185	49,991	+49,991	226	50·00	
1909 .	32·04	29,05,357	3,68,624	1,84,312	6·21	88,734	47,789	+47,789	221	50·00	
1910 .	32·04	29,35,683	4,04,443	2,02,221	6·77	89,548	56,337	+56,336	243	50·00	
1911 .	32·04	30,10,716	4,31,161	2,15,581	7·16	90,017	62,782	+62,782	259	50·00	
1912 .	32·04	30,18,164	4,40,299	2,20,149	7·29	90,541	64,804	+64,804	264	50·00	
1st qr. of 1913.	32·04	30,18,790	1,21,302	60,651	2·01	22,641	19,005	+19,005	291	50·50	
1913-14.	32·04	30,22,601	4,85,346	2,42,673	8·03	90,631	76,026	+76,026	291	50·00	
1914-15	32·04	30,26,534	4,66,506	2,33,253	7 71	90,749	71,252	+71,252	280	50·00	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—*concld.***

9 (*d*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)—

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the 3′ 3⅜″ gauge systems of Northern India.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Burhwal to Daliganj	24-11-96	*34·57		*Including the length Burhwal to Bara Banki, 16·79 miles, laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
Aishbagh to Cawnpore	25-4-97	45·03		
Total	...	...	79·60	

Details of construction—

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on sâl and deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur and brick.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand railway 80 per cent, which has, with effect from the 1st July 1905, in pursuance of Railway Board's letter No. R. T. 178, dated the 30th June 1905, been reduced to 75 per cent of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand railway [9 (*a*)].

APPENDIX 1—*contd.*

History of railways constructed and in progress.

*[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. SOUTH INDIAN RAILWAY SYSTEM—

Chairman.—Sir Henry Kimber, Bart., M.P.
Managing Director.—N. G. Priestley, Esq.
Offices.—91, York Street, Westminster, S.W.
Date of registration of the Company.—1890.

The lines formerly owned and worked by the late Great Southern of India and the Carnatic Railway Companies were amalgamated on the 1st July 1874, under the title of the South Indian railway which on the 1st January 1891 was purchased by the State and handed over, together with the Villupuram-Guntakal State railway, for working as one undertaking, to a new company—the existing South Indian Railway Company.

With effect from the 1st January 1908 the Jalarpet-Mangalore section of the former Madras railway including the Tirupattur-Krishnagiri, Morappur-Dharmapuri and the Nilgiri railways was incorporated in the undertaking of the South Indian Railway Company, who, from the same date, relinquished and made over to the amalgamated Madras and Southern Mahratta Railway Company the 3′ 3⅜″ gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur, and obtained running powers over the Madras-Bangalore section of the Madras and Southern Mahratta railway. The Shoranur-Cochin Native State line was, on the same date, also transferred from the former Madras Railway Company to the South Indian Railway Company for working.

Lines comprised in the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) South Indian railway (5′ 6″ gauge)	445·94	...	445·94
(*b*) South Indian railway (3′ 3⅜″ gauge)	331·49	...	331·49
(*c*) Nilgiri railway (3′ 3⅜″ gauge)	28·96	...	28·96
(*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)	14·65	...	14·65
(*e*) Pondicherry railway (3′ 3⅜″ gauge)	7·85	...	7·85
(*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)	64·75	...	64·75
(*g*) Tanjore District Board railway (3′ 3⅜″ gauge)	111·94	23·12	135·06
(*h*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)	50·41	...	50·41
(*i*) Tinnevelly Quilon (Travancore) railway (Native State section) (3′ 3⅜″ gauge)	58·05	39·15	97·20
(*j*) Morappur-Hosur railway (2′ 6″ gauge)	73·40	...	73·40
(*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)	25·38	...	25·38
(*l*) Podanur-Pollachi railway (3′ 3⅜″ gauge)	...	25·04	25·04
Total	1,762·82	87·31	1,850·13

Running powers—

Home line over foreign line.—

Madras to Bangalore, Madras and Southern Mahratta railway, for passenger and goods trains	219·00

10 (*a*) South Indian railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
West outer signal at Jalarpet to Tirupattur	28-5-60	4·65		
Tirupattur to Salem	1-2-61	69·98		
Salem to Sankaridrug	1-12-61	23·68		
Sankaridrug to Podanur	12-5-63	71·18		
Podanur to Pattambi	14-4-62	64·96		
Pattambi to Kuttippuram	23-9-61	11·50		
Kuttippuram to Tirur	1-5-61	9·39		
Tirur to Kadalundi	12-3-61	16·31		
Kadalundi to Calicut	2-1-88	9·25		
Calicut to Badagara	1-10-01	28·95		
Badagara to Tellicherry	1-5-02	13·50		
Tellicherry to Cannanore	20-5-03	13·00		
Cannanore to Ashikal	15-9-04	4·10		
Ashikal to Hosdrug	21-8-06	34·52		
Hosdrug to Kasaragod	1-10-06	14·32		
Kasaragod to Kumbla	17-11-06	7·62		
Kumbla to Mangalore	3-7-07	20·91	417·72	
Nilgiri branch—				
Podanur to Coimbatore	1-2-73	8·78		
Coimbatore to Mettupalaiyam	31-8-73	21·97	25·75	
Palghat branch—				
Olavakkot to Palghat	2-1-88	2·47	2·47	
Total	...	...	...	445·94

Details of construction—

Permanent-way.—The rails are 75-lb., 76-lb. and 80-lb. bull-headed, 75-lb. double-headed and 75-lb. and 60-lb. flat-footed steel and 75-lb. double-headed iron. The sleepers are cast iron pots, irumbogam, sál, jarool and jarrah wood.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 / Sub-heads (*a*) to (*i*). **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*a*) South Indian railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Gradients.—The ruling gradient of the greater part of the line is about 1 in 100, except on Mallapuram Ghat where it is 1 in 74 with a 1 in 70 banking; on the Walayar Ghat where it is 1 in 66 with a 1 in 62 banking; on the Azhikal-Mangalore section where it is 1 in 90; and on the Podanur-Mettupalaiyam section where it is 1 in 80.

Contract—

Up to and including the 31st December 1907 the line formed an integral part of the former Madras railway. With effect from the 1st January 1908 it was, in terms of the contract of the 2nd March 1909, between the Secretary of State and the South Indian Railway Company, made over to the Company to be worked and maintained as an integral part of the undertaking referred to in the principal contract of the 24th November 1890, the main provisions of which are noted under 10 (*b*), South Indian railway, 3′ 3½″ gauge.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	445·94	6,42,27,971	57,25,148	25,25,034	3·93	247	55·90
1909	445·94	6,43,58,255	62,30,385	28,18,753	4·38	269	54·76
1910	445·94	6,61,74,084	63,39,154	24,95,532	3·77	273	60·63
1911	445·94	6,57,73,175	69,66,156	33,13,140	5·03	300	45·26
1912	445·94	6,66,13,600	74,16,071	35,22,022	5·27	320	52·51
1st qr. of 1913.	445·94	6,72,88,570	18,84,615	5,32,409	0·79	325	71·75
1913-14	445·94	7,01,73,755	79,54,816	29,91,752	4·26	343	62·39
1914-15	445·94	7,13,55,000	78,17,228	32,06,665	4·49	337	58·98

10 (*b*) South Indian railway (3′ 3½″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
MADRAS-TUTICORIN SECTION—					
Main line—					
Madras Beach Junction to Madras Beach	15-1-00	0·11			
Madras Beach old to Park	1-1-79	1·82			
Madras (Park) to Tindivanam	1-9-76	76·05			
Tindivanam to Cuddalore (Old town)	1-1-77	52·01			
Cuddalore (Old town) to Porto Novo	1-7-77	17·15			
Porto Novo to Chidambaram	1-10-78	6·73			
Chidambaram to Coleroon	1-7-79	4·57			
Coleroon to Shiyali	1-1-78	6·06			
Shiyali to Mayavaram	1-7-77	12·24			
Mayavaram to Tanjore	15-2-77	43·76			
Tanjore to Trichinopoly Junction	11-3-62	*51·14			
Trichinopoly Junction to Madura	1-9-75	96·04			
Madura to Mandapam	1-8-02	89·50			
Mandapam to Pamban	1-4-14	3·12			
Pamban to Rameswaram	1-9-06	6·95			
Rameswaram to Dhanushkodi Jetty	10-12-06	11·30			
Dhanushkodi Jetty to Dhanushkodi Point	1-12-14	1·57			
			460·12		
Branches—					
Arkonam branch—					
Chingleput to Walajabad	1-8-80	13·66			
Walajabad to Conjeeveram	1-1-81	7·94			
Conjeeveram to Arkonam	8-5-65	†17·65			
			39·25		
Pondicherry branch—					
Villupuram to the Gingee river, inclusive of the bridge over the river	15-12-79	16·47			
			16·47		
NAGORE BRANCH—					
Tanjore to Tiruvallur	9-12-61	‡33·33			
Tiruvallur to Nagapatam	15-7-61	§14·33			
Nagapatam to Nagore	1-12-99	4·67			
			52·33		
Carried over	...	...	568·67		

*Originally constructed on the 5′6″ gauge, but was converted to 3′ 3½″ gauge—Tanjore to Budalur, 16·85, on 10th July 1875 and Budalur to Trichinopoly Jn., 20·29, on 17th July 1875.

†Originally constructed on the 5′6″ guage, but was converted to 3′ 3½″ gauge, in sections, on 12th, 13th and 14th July 1878.

‡Originally constructed on the 5′6″ gauge, but was converted to 3′ 3½″ gauge—Tanjore to Nidamangalam, 18·73, on 3rd July 1875 and Nidamangalam to Tiruvallur, 15·10, on 26th June 1875.

§Originally constructed on the 5′6″ gauge, but was converted to 3′ 3½″ gauge on 19th June 1875.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 10}{\text{Sub-heads } (a) \text{ to } (l)}$ · **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	568·67		
Pulliarpati Quarry branch—					
Tanjore to Pulliarpati quarry buffer end	1-7-98	4·57	4·57		
Erode branch—					
Trichinopoly Junction to Fort	11-3-62	2·52			
Trichinopoly Fort to Karur	3-12-66	44·65			
Karur to Kodumudi	1-7-67	16·71			
Kodumudi to Erode	1-1-68	23·53	*87·41		*Originally constructed on the 5′ 6″ gauge, but was converted to 3′ 3⅜″ gauge— Trichinopoly Junction to Karur on 1st July 1879 and Karur to Erode on 16th December 1879.
Tuticorin branch—					
Madura to Tuticorin	1-1-76	98·71			
Tuticorin to Foreshore	7-8-99	0·41	99·12		
Tinnevelly branch—					
Maniyachi to Tinnevelly	1-1-76	18·00	18·00		
Wharf branch—					
Cuddalore (Old town) to Wharf	7-8-99	1·54	1·54		
Capper Quarry branch—					
Junction with main line to Capper Quarry	15-4-00	0·86	0·86		
Salt branch—					
Tuticorin to buffer end of Livingepuram	12-11-99	2·39	2·39		
VILLUPURAM-KATPADI SECTION—					
Main line—					
Villupuram to Tiruvannamalai	17-11-90	41·80			
Tiruvannamalai to Katpadi	18-3-91	57·13	98·93		
GRAND TOTAL OPEN MILEAGE	...	...	...	881·49	

Details of construction—

Permanent-way.—The rails in use are 50-lb. and 52-lb. bull-headed steel, 56-lb. and 41¼-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, sâl, pynkado, west coast teak, jarrah and irul wood.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—The line is fenced, with the exception of the Villupuram-Katpadi, Madura-Mandapam and Pamban-Dhanushkodi sections which are fenced only at stations.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Katpadi, Trichinopoly-Madura and Karur-Erode sections where it is 1 in 100.

Contracts—

Dated the 24th November 1890 (called the principal contract), *between the Secretary of State and the South Indian Railway Company*, for maintaining and working from the 1st January 1891, the railways which on the 31st December 1890 formed the undertaking of the former Company and completing and working the Villupuram-Guntakal railway.

Dated the 27th June 1901 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, relating to the construction and working of Pamban and Travancore branches.

Dated the 8th April 1903 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 2nd March 1909 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Dated the 23rd April 1914, (supplemental to the contracts of 1901, 1903, 2nd March and 26th October 1909 and 1910) *between the Secretary of State and the South Indian Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of 3½ per cent in sterling on the Company's share capital of £1,000,000, and on any paid up stock or share (other than preference) capital thereafter issued by the Company with the sanction of the Government (not including premia paid thereon).

(iii) *Distribution of profits.*—Under section 60 of the principal contract of the 24th November 1890 as amended by section 25 of the supplemental contract of the 21st December 1910, the net revenue receipts of each half-year are applied, in the following manner and order:—

In payment to Government—

(*a*) of interest at the rate of 3½ per cent per annum for such half-year, paid by Government under section 41 of the principal contract, *i.e.*, under (ii) above;

(*b*) of the amount paid by Government in respect of interest for such half-year, upon the sum of £425,000 irredeemable debenture stock of the former Company; upon the debentures for £375,000 and £73,000 respectively issued for the purposes of the Pamban Branch; and upon any debenture stock or debentures or preference stock or shares issued by the Company after the 31st December 1910;

(*c*) of interest for such half-year at the rate of 3½ per cent per annum on the amount of the Government capital as shown in the Government capital account for the division of such receipts;

and

(*d*) the residue, if any, is divisible between Government and the Company in the ratio of the average amounts, calculated as prescribed, of the capital contributed by the Government and the Company, the Government capital being the amount shown in the Government Capital Account for division of net revenue receipts and the Company's capital the amounts of its stock and share capital (other than preference capital) paid up or credited as paid up, excluding any premia received, subject to the proviso that if the amount of the Company's share so arrived at should in the combined halves of any of the years 1911, 1912 and 1913 be less than interest for such year at the rate of 10 shillings per cent on its capital, the Government shall make up the deficiency.

(iv) *Rates and fares.*—The Government will from time to time authorise maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorised maxima and minima, the Company may vary the said rates.

The Company have power to quote through rates and fares for both goods and passengers from the Jalarpet-Mangalore section to the Madras-Bangalore section of the Madras and Southern Mahratta railway system (but not in the reverse direction), divisible between the two companies in mileage proportion without deduction of terminals or other special charges, except for traffic to and from the Nilgiri line the mileage over which is reckoned at twice its actual mileage in the division of such rates. No rate or fare to Madras so quoted should, without the prior sanction of the Government, be higher than that which, for the same class or description of traffic, was in force on the 1st January 1910.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by Government.

(vi) *Services for any Department of the Travancore Durbar.*—On such portion of the Travancore Branch as runs through the Native State of Travancore, to be performed on the same general conditions as on other 3′3⅜″ gauge State railways and at rates approved by the Government.

(vii) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of Government, who may terminate the contract on the 31st December 1945, or at the end of any succeeding fifth year, by giving to the Company in England not less than 12 calendar months' previous notice; also at any time on 6 months' notice should the Company fail to observe its obligations or the undertaking be worked at a loss for not less than three half-years continuously.

On the expiration or determination of the contract the Government are to take possession of the railway and all its appliances, etc., repaying the Company at par its capital of £1,000,000 and any further capital raised by it and paid to Government but excluding any premia paid thereon, and receiving from the Company any unexpended balance of the capital advanced by Government for the purposes of the undertaking as well as for the Travancore Branch.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (i)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) **South Indian railway** (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—55 years, *i.e.*, from 1st January 1891 to 31st December 1945, subject to (vii).

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)—

Includes the South Indian (5′ 6″ gauge), Nilgiri, Morappur-Hosur and Tirupattur-Krishnagiri railways from 1908.

Year.	Mileage at open end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Percentage of Company's share of net earnings (surplus profits *plus* guaranteed interest on share capital) on Company's capital.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1891	900·76	7,72,11,806	70,36,756	24,29,625	3·15	35,89,736	70,901	...	—12,31,012	154	65·47
1892	1,105·19	7,82,83,761	77,14,996	28,53,591	3·65	39,51,093	76,556	...	—11,74,088	157	63·01
1893	1,041·51	7,63,31,043	80,92,415	31,15,918	4·08	38,58,152	1,41,676	...	—8,83,910	149	61·50
1894	1,041·51	7,64,13,362	80,46,559	32,53,365	4·30	42,81,512	1,55,059	...	—11,33,006	148	59·19
1895	1,041·59	7,68,38,604	89,14,947	38,06,987	5·07	42,77,578	2,60,599	...	—6,41,190	165	56·29
1896	1,041·59	7,67,63,325	89,45,581	40,27,489	5·25	40,60,677	2,86,156	...	—3,19,344	165	54·98
1897	1,041·59	7,66,46,858	91,81,409	42,96,757	5·61	38,76,142	3,37,792	...	+ 82,823	170	53·20
1898	1,017·88	7,45,21,873	84,67,581	38,35,527	5·15	37,49,521	2,66,184	...	—1,80,178	157	54·79
1899	1,030·53	7,58,12,929	84,74,461	39,83,540	5·29	36,36,395	2,01,776	...	+ 43,371	159	52·99
1900	1,033·63	7,62,95,528	89,04,825	43,97,916	5·76	36,62,994	3,68,699	...	+3,66,223	166	50·61
1901	1,033·63	8,04,49,712	1,01,44,657	54,15,176	6·73	37,23,736	5,43,890	...	+11,47,550	188	46·62
1902	1,122·13	8,18,32,571	1,05,51,072	56,87,510	6·95	38,18,209	5,93,246	...	+13,36,055	189	46·10
1903	1,123·13	8,31,40,603	1,22,14,138	72,76,216	8·75	39,06,079	7,89,547	...	+25,80,590	209	40·43
1904	1,123·13	8,45,16,652	1,25,12,321	69,62,790	8·24	40,55,602	7,16,735	...	+21,90,463	214	44·35
1905	1,123·05	8,62,95,191	1,29,34,476	65,77,330	7·62	40,05,713	6,30,603	...	+19,41,014	221	49·15
1906	1,130·00	8,91,97,605	1,32,75,295	58,92,976	6·61	40,92,722	4,94,281	...	+13,05,973	227	55·61
1907	1,129·85	9,06,35,408	1,41,19,421	71,69,813	7·91	38,76,608	6,71,818	...	+26,21,387	240	49·22
1908	1,395·61	15,07,19,882	2,04,61,326	94,20,016	6·25	46,89,556	6,98,860	...	+40,31,600	232	53·96
1909	1,395·61	15,57,78,715	2,17,41,647	1,01,90,046	6·54	49,52,436	7,44,563	...	+44,93,048	300	53·13
1910	1,395·61	16,08,35,627	2,24,59,591	1,02,34,257	6·36	51,05,988	7,18,317	...	+44,14,952	309	54·43
1911	1,395·61	16,28,91,154	2,49,91,786	1,24,16,673	7·63	52,77,315	3,20,622	5·62	+ 63,18,736	344	50·32
1912	1,395·61	17,08,55,986	2,70,84,141	1,31,63,937	7·73	54,89,120	3,58,165	5·87	+ 73,16,702	373	51·39
1st qr. of 1913.	1,395·61	17,32,28,471	68,27,737	27,15,071	1·49	14,07,085	45,705	1·17	+ 12,62,281	376	59·35
1913-14.	1,453·60	18,26,41,473	2,80,70,002	1,17,27,795	6·42	78,71,656	2,24,894	4·97	+ 36,31,745	373	58·23
1914-15.	1,455·17	18,75,61,932	2,73,73,211	1,15,22,805	6·14	57,20,364	1,79,159	4·66	+56,23,282	359	57·75

10 (*c*) **Nilgiri railway** (3′ 3⅜″ gauge)—

The original Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000, and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The original Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the former Company and supply the capital required to complete it and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by the Government for £235,000 on the 1st January 1908. The extension to Ootacamund was constructed by the Government.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mettupalaiyam to Coonoor	15-6-99	16·99	
Coonoor to Fernhill	15-9-08	10·86	
Fernhill to Ootacamund	15-10-08	1·11	
Total	...	...	28·96

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10(*c*) Nilgiri railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pynkado sleepers. Between Kallar and Coonoor (12 miles) there is also a central rack rail.

Ballast.—Rack section is ballasted with clean broken granite and the Adhesion section with hard gneiss.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12·5 on the Rack section and 1 in 25 on the Adhesion section.

Contract—

The railway was worked by the former Madras Railway Company up to the 31st December 1907 on behalf of the Government. With effect from 1st January 1908 it was made over to the South Indian Railway Company as a part of the Jalarpet-Mangalore section for working as an integral part of their undertaking in terms of the contract of 2nd March 1909 between the Secretary of State and the Company, with the condition that the South Indian Railway Company are not to pay interest on the capital cost of the Coonoor-Ootacamund railway incurred either before or after 1st January 1908.

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	28·96	67,82,028	3,36,080	42,991	0·63	223	87·21
1909	28·96	70,32,241	4,08,791	53,657	0·76	271	86·87
1910	28·96	75,94,023	4,57,097	72,441	0·95	304	84·15
1911	28·96	77,29,506	4,94,851	1,24,633	1·61	329	74·81
1912	28·96	78,32,496	5,21,687	1,16,443	1·49	346	77·68
1st qr. of 1913.	28·96	78,84,535	1,25,409	25,923	0·33	333	79·33
1913-14	28·96	81,19,956	5,38,969	96,376	1·21	357	81·75
1914-15	28·96	82,82,093	5,74,861	23,957	0·29	382	95·83

10 (*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Peralam to Karaikkal	14-3-98	14·65	14·65

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet

Gradients.—The ruling gradient is 1 in 200.

Contract—

Dated the 27th March 1902, *between the Government of the French Settlements in India and the South Indian Railway Company*, for the working of the Peralam-Karaikkal railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (i)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contract—

(i) *Land.*—In French territory provided by the Colonial (French) Government free of cost but subject to a land tax as for private property : in British territory by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

(ii) *Government aid.*—The railway was constructed at cost price by the South Indian Railway Company at the request and on behalf of the Colonial (French) Government, and is worked and maintained by the Company who provide the rolling-stock required for the traffic of the Peralam-Karaikkal railway.

(iii) *Terms of working.*— } Direction, maintenance and working expenses, excluding the cost of repairing damages due to any extraordinary casualty and new minor works not costing more than Rs. 1,000 on the system, are calculated at the same proportion of the gross receipts of the Peralam-Karaikkal railway as obtains half-yearly on the Company's system, including worked lines, as a whole, *plus* the cost of repairing damages due to any extraordinary casualty and of New Minor Works on the branch, 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock and 5 per cent per annum for interest on Rs. 30,000 which is taken as representing the Branch line's share of the Company's outlay on revenue and other stores and workshop buildings and machinery.

(iv) *Distribution of profits.*— }

From the "net earnings" so arrived at are deducted such sums as according to the rules of the Company's Provident Institution are payable thereto ; the balance, being the "net receipts", are paid every half-year to the Colonial (French) Government :

Provided always that if, at any time, the working of the Peralam-Karaikkal railway involves an actual loss to the Company, the Colonial (French) Government shall make good such loss.

(v) *Rates and fares.*—To be agreed to between the Company and the Colonial (French) Government, but should not be less than the minima actually in force on the Company's undertaking.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— }
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of Colonial (French) Government to determine contract.*— } Determinable by either party
(viii) *Power of the Company to determine contract.*— } on giving to the other 12 months' previous notice expiring on the 30th June or 31st December in any year.

(ix) *Term of contract, if not determined under* (vii) *or* (viii).—Not specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	14·65	7,23,786	36,922	4,406	0·61	48	88·07
1906	14·65	7,23,786	39,035	—4,420	...	51	111·32
1907	14·65	7,23,786	41,108	9,408	1·30	54	77·11
1908	14·65	7,23,786	43,948	14,361	1·98	58	67·32
1909	14·65	7,23,786	46,125	13,590	1·88	61	70·54
1910	14·65	7,23,786	44,070	—517	...	58	101·78
1911	14·65	7,23,786	51,162	17,519	2·42	67	65·76
1912	14·65	7,23,786	61,431	19,715	2·73	81	67·91
1st qr. of 1913.	14·65	7,23,786	13,500	—704	...	71	105·21
1913-14.	14·65	7,23,786	63,513	21,393	2·96	83	66·32
1914-15.	14·65	7,23,786	66,464	20,041	2·77	87	69·85

10 (*e*) Pondicherry railway (3′ 3⅜″ gauge)—

The line is in the French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian Railway Company) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the territory.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
East bank of the Gingee river to Pondicherry	15-12-79	7·85	7·85

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (e) Pondicherry railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid principally with 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced.

Curves.—The sharpest curve is of 495 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Agreement, dated the 30th December 1890, *between the South Indian Railway Company and the Pondicherry Railway Company*, for maintenance and working.

Despatch from the Secretary of State, No. 19 Ry., dated the 17th March 1895, intimating the renewal of the agreement by the parties thereto.

Main provisions of agreement—

(i) *Land.*—Not specified.

(ii) *Government aid.*—The railway (which was constructed by the Pondicherry Railway Company) is maintained, worked and provided with rolling-stock by the South Indian Railway Company as an integral part of their undertaking—except only as to such works required for the accommodation and extension of traffic on the Pondicherry line which the Pondicherry Railway Company would have had to construct had they been themselves working their own line, which the latter undertake to make at their own cost to the satisfaction of the South Indian Railway Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Maintenance and working expenses are charged for at the same percentage of the gross receipts of the Pondicherry railway as obtains on the South Indian Railway Company's undertaking including the Pondicherry line—duty, if any, payable to the Colonial (French) Government and direction and office expenses in England being excluded from the calculation. The balance is payable half-yearly to the Pondicherry Railway Company, after deducting such sums as according to the rules of the Company's Provident Institution are payable thereto.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(a) Mails, troops, police, high Government officials, and Government stores.—
(b) Government bullion and coin, and the persons in charge thereof.— } To correspond with those for the time being in force on the South Indian Railway Company's undertaking.

(vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, *vide* (vii) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

(viii) *Power of the South Indian Railway Company to determine agreement.*—
(ix) *Power of the Pondicherry Railway Company to determine agreement.*— } The agreement is terminable by either party on 6 months' notice given expiring on the 31st December in any year, subject to (vii).

(x) *Term of agreement.*—The agreement was originally for a term of 3 years, but it has since been renewed subject only to (vii), (viii) and (ix).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	7·85	5,68,543	58,414	29,837	5·25	143	48·94
1906	7·85	5,68,543	55,026	24,536	4·32	135	55·41
1907	7·85	5,68,543	66,210	33,966	5·97	162	48·70
1908	7·85	5,68,543	77,018	35,880	6·31	189	53·41
1909	7·85	5,68,543	86,073	39,163	6·89	211	54·50
1910	7·85	5,68,543	97,447	43,611	7·67	239	55·25
1911	7·85	5,68,543	1,09,623	54,038	9·50	269	50·71
1912	7·85	5,68,543	1,46,367	70,932	10·93	359	51·54
1st qr. of 1913	7·85	5,68,543	72,699	28,382	4·99	712	60·96
1913-14.	7·85	5,68,543	1,56,961	63,016	11·08	385	59·86
1914-15	7·85	5,68,543	1,02,839	41,650	7·33	252	59·50

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (l)}$ **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—

The Shoranur-Cochin railway is the property of the Cochin Durbar and was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908, it was made over to the South Indian Railway Company to be maintained and worked as part of its undertaking.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shoranur to Ernakulam	16-7-02	64·75	64·75

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.

Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 818·57 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Agreement—

Dated the 1st January 1908, *between His Highness the Raja of Cochin and the South Indian Railway Company*, for maintenance and working.

Main provisions of agreement—

(i) *Land.*—Provided by the Cochin Durbar free of cost.

(ii) *Government aid.*—The railway (which is the property of the Cochin Durbar) is maintained and worked by the South Indian Railway Company in all respects as part of their own undertaking except only as to the provision of funds for capital expenditure which are provided by the Durbar.

(iii) *Terms of working.*—For maintenance and working the Shoranur-Cochin railway the Durbar pays to the Company in each half-year—

(*a*) All expenditure on renewals, as distinguished from maintenance expenses, incurred on the Durbar's line;

(*b*) the Durbar's railway share of working expenses arrived at by deducting from the total working expenses of the combined system the expenditure incurred on the combined system for renewals as distinguished from maintenance, and dividing the balance between the Company and the Durbar's railway in the proportion that the gross receipts of the latter bear to those of the combined system;

(*c*) One per cent of net earnings of the Durbar's line as a second contribution to the Company's Provident Institution; and

(*d*) the sum payable under the agreement as rent for the use of the Shoranur Junction station based on the total cost of the Junction station.

(iv) *Distribution of profits.*—Any difference between the gross receipts of the Shoranur-Cochin railway and the payment for working under (iii) which may exceed 2 per cent on the booked capital expenditure of the Durbar's line including land are deemed "surplus profits," divisible between the Durbar and the Company in the proportion of four-fifths to the former and one-fifth to the latter.

(v) *Rates and fares.*—Those generally applicable to the South Indian railway system; *vide* (iv) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As on Indian State railways.

(vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, *vide* (vii) under 10(*b*), South Indian railway (3′ 3⅜″ gauge).

(viii) *Power of the Cochin Durbar to determine agreement.*— } On giving 12 months' notice expiring on
(ix) *Power of the Company to determine agreement.*— } the 30th June or before the 31st December in any year.

(x) *Term of agreement.*—Subject to (vii), (viii) and (ix).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (l)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . . .	64·75	68,30,214	3,86,945	1,61,395	2·36	115	58·29
1906 . . .	64·75	68,59,349	3,91,378	1,55,689	2·27	116	60·22
1907 . . .	64·75	69,34,602	4,17,179	1,35,752	1·96	124	67·46
1908 . . .	64·75	69,44,148	4,44,076	2,00,352	2·89	132	54·88
1909 . . .	64·75	69,86,248	5,16,290	2,60,923	3·78	153	49·46
1910 . . .	64·75	69,48,970	5,63,461	2,56,954	3·69	167	54·32
1911 . . .	64·75	69,56,785	6,00,932	2,89,925	4·17	178	51·75
1912 . . .	64·75	69,64,901	6,30,410	3,00,086	4·31	187	52·41
1st qr. of 1913	64·75	69,66,085	1,61,124	81,334	1·17	191	49·52
1913-14 . . .	64·75	69,85,278	6,59,639	2,79,356	4·00	196	57·65
1914-15 . . .	64·75	70,15,724	6,68,795	2,73,627	3·90	199	59·09

10 (*g*) Tanjore District Board railway (3′ 3⅜″ gauge)—

This railway originally extended from Mayavaram to Mutupet and was constructed by the South Indian Railway Company from funds of which half were provided by the Government of Madras from Provincial resources, and the other half by the Tanjore District Board from its Railway Guarantee Fund which was constituted by enhancing by 3 pies, *i.e.*, from 9 pies to the maximum rate of twelve pies per rupee, the Local Land Cess raised in the district. From the 1st January 1900 the property of the Government in the Mayavaram-Mutupet line was made over to the Tanjore District Board at the cost price of Rs. 12,34,720. The construction of the extension from Mutupet to Avadaiyarcoil was then undertaken by the South Indian Railway Company at the cost of the Tanjore District Board from the available balances at the disposal of the Board and further funds raised by debentures, bearing interest at 4 per cent per annum, running for a term of 20 years ending with the 31st December 1920, on the security of the Mayavaram-Mutupet railway and of the receipts from their Railway Guarantee Fund—the Government reserving the right to take over the extension at any time on twelve months' notice by assuming any liabilities undertaken by the Board in the form of debentures to raise the money and repaying any further amounts spent by the Board out of the balances at their disposal.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total
1	2	3	4	5
Main line—				
Mayavaram to Tiruvallur	2-4-04	54·08		
Tiruvallur to Mutupet				
Mutupet to Pattukkottai	20-10-02	17·03		
Pattukkottai to Arantangi	31-12-03	28·35		
Arantangi to Quarry	23-8-06	3·90		
Total Main line .	...	...	103·36	
Mannargudi extension—				
Nidamangalam to Mannargudi	15-2-15	8·58	8·58	
Total open mileage .	...	...	...	111·94
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Tiruturaipundi to Vedaraniem (sanctioned on 15th October 1912) .	...	23·12	23·12	23·12
GRAND TOTAL .	...	...	...	135·06

Details of construction—

Permanent-way.—The line is laid with first-class 41¼-lb. flat-footed steel and 40·3-lb. flat-footed second class iron rails on sál, pynkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi and Nidamangalam-Mannargudi sections are being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 818 feet radius.

Gradients.—The ruling gradient is 1 in 200. Between Adirampatnam and Pattukkottai it is 1 in 160 and between Nidamangalam and Mannargudi, 1 in 400.

Contract—

Dated the 22nd July 1897, *between the Secretary of State and the South Indian Railway Company*, as to maintenance and working.

Main provisions of contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—The railway (which is the property of the Tanjore District Board) was constructed, and is maintained and worked by the South Indian Railway Company, who provide the rolling-stock required for the traffic of the Branch line.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*g*) Tanjore District Board railway (3' 3⅜" gauge)—*concld.*

Main provisions of contract—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is maintained and worked at the same percentage of its gross receipts as obtains half-yearly on the South Indian Railway Company's undertaking as a whole, including the Tanjore District Board's line, *plus* the cost of making good any damage affecting the Branch, *plus* 5 per cent of gross receipts for the use of the Company's rolling-stock, *plus* interest on the Company's capital outlay at joint stations provided for in clause 12 of the agreement, *plus* such sums as according to the rules of the Company's Provident Institution are payable thereto.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As noted under 10(*b*), South Indian railway (3' 3⅜" gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*— } On 12 months' notice expiring on the 31st December in any year.
(ix) *Term of contract.*—As in (vii) and (viii) above.

Statistics of working (Those for the periods prior to 1900 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900 . . .	54·08	26,50,776	2,32,280	97,782	3·69	83	57·90
1901 . .	54·08	32,17,511	2,90,637	1,35,765	4·22	103	53·29
1902 . . .	71·11	38,18,302	3,08,879	1,46,764	3·84	103	52·48
1903 . . .	99·46	45,70,190	3,90,747	2,09,167	4·58	106	46·47
1904 . . .	99·46	46,32,763	5,24,490	2,61,864	5·64	101	50·17
1905 . . .	99·46	47,33,090	5,86,680	2,65,302	5·61	113	54·78
1906 . . .	103·36	47,98,375	6,01,066	2,32,833	4·85	116	61·26
1907 . . .	103·36	47,86,554	6,33,181	2,86,169	5·98	118	54·80
1908 . . .	103·36	48,05,788	6,37,571	2,77,134	5·77	128	59·69
1909 . . .	103·36	48,08,937	6,84,734	2,70,086	5·62	127	60·56
1910 . . .	103·36	48,45,390	7,59,296	2,96,545	6·12	141	60·94
1911 . . .	103·36	48,56,852	8,36,516	3,63,851	7·49	156	56·50
1912 . . .	103·36	48,69,026	9,06,503	3,84,660	7·90	169	57·57
1st qr. 1913 . .	103·36	48,90,882	2,37,084	76,659	1·57	176	67·67
1913-14 . . .	103·36	52,09,745	9,79,476	3,49,568	6·71	182	64·31
1914-15 . . .	111·94	54,26,680	9,51,392	3,34,830	6·17	163	64·81

10 (*h*) Tinnevelly-Quilon (Travancore) railway (British section) (3' 3⅜" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tinnevelly to Kallidaikurichi	1-6-02	19·13	
Kallidaikurichi to the British frontier near Shencottah	1-8-03	31·28	
Total .	...	...	50·41

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.
Ballast.—The line is ballasted throughout with broken stone.
Fencing.—The line is fenced at stations and at a few places where it runs close to villages and public roads.
Curves.—The sharpest curve is of 1,432·5 feet radius.
Gradients.—The ruling gradient is 1 in 100.

Contract—

Dated the 27th June 1901 (supplemental to the principal contract of 1890) *between the Secretary of State and the South Indian Railway Company*, as to the construction, maintenance and working of the Travancore Branch.

Main provisions of contract—

(i) *Land.*—
(ii) *Government aid.*— } As under 10 (*b*), South Indian railway (3' 3⅜" gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (h) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)—*concld.*

Main provisions of contract—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is worked by the South Indian Railway Company at the same proportion of its gross earnings of each half-year as obtains on the whole of the Company's undertaking, including the Travancore Branch, *plus* the usual contribution to the Provident Institution. The "net revenue receipts" of a half-year so arrived at of the Travancore Branch are then applied, in the following manner and order, in payment to the Government of interest—

(*a*) on debentures and debenture stock, and
(*b*) due on any capital advanced by the Government } for the purpose of the branch;
(*c*) the surplus, if any, is divisible between the Government and the Company in the proportion in which the residue of net receipts of the undertaking is divisible as noted against (iii) (*d*) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

If the net receipts of the Branch fall short of the interest charges, the deficiency is first to be divided between the Native State and British sections of the line in proportion to the capital cost of the sections, and as between the Secretary of State and the Company so much of the deficiency as is attributable to the Native State section is to be borne by the Secretary of State, and so much as is attributable to the British section is to be borne by the Secretary of State and the Company in the proportion in which any surplus of net receipts over interest charges would have been divisible. The Company's share of any such deficiency may be deducted by the Secretary of State from its share of any surplus profits due under the principal contract for the same half-year or under this contract or the principal contract for the next succeeding half-year.

As between the Government and the Travancore Durbar, the latter has under-written the guarantee of interest to the extent of the capital cost of the portion of the line in its territory; and it has been agreed that any surplus retained by the Government in accordance with the foregoing shall be divided between them in proportion to the respective lengths of the British and Native State sections of the line, and that the share of any deficiency attributable to the latter shall be borne by the Travancore Durbar.

(v) *Rates and fares.*— . . . . . }
(vi) *Special obligations as to the conveyance of.*— . . . .
(*a*) Mails, troops, police, high Government officials and Government stores.— .
(*b*) Government bullion and coin, and the persons in charge thereof.— } As under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).
(vii) *Services for any Department of the Travancore Durbar.*— . .
(viii) *Power of the Government to determine contract.*— . .
(ix) *Power of the Company to surrender contract.*— . .
(x) *Term of contract.*— . . . . . }

Statistics of working—

Year.	Mileage open at end of each year.		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.		Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in columns (6) and (7).	Interest charges.		Gain or loss *pertaining to each year.*			Earnings per mile per week.	Proportion of expenses to earnings.
										British section.				
	British section.	Native State section.	British section.	Native State section.				British section.	Native State section.	South Indian Railway Company.	State.	Native State section.		
1	2	3	4	5	6	7		9	10	11	12	13	14	15
	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1902	19·06	...	31,64,855	75,51,338	47,210	26,039	0·24	1,15,306	2,30,014	...	−89,267	−2,30,014	81	44·84
1903	49·50	0·43	39,46,093	1,01,13,598	1,62,370	99,038	0·71	1,21,989	3,14,967	−15,596	−80,547	−2,41,505	101	41·16
1904	50·40	57·98	40,40,488	1,15,98,498	3,05,764	1,49,990	0·96	1,39,043	3,35,455	−16,145	−91,408	−2,79,157	83	51·04
1905	50·48	57·98	43,40,925	1,17,84,078	4,86,757	2,49,307	1·55	1,44,178	3,32,112	−13,234	*+5,038	−2,18,787	86	48·78
1906	50·48	57·98	43,62,235	1,18,29,747	4,97,643	2,32,479	1·37	1,45,163	3,86,240	−13,939	−56,715	−2,38,370	88	55·29
1907	50·48	57·98	43,86,635	1,18,07,091	5,97,098	3,04,880	1·68	1,50,213	3,97,953	−10,269	−54,916	−1,78,121	106	48·24
1908	50·48	57·98	43,80,078	1,17,98,653	6,42,077	2,93,240	1·61	1,51,595	3,99,756	−10,481	−59,438	−1,85,055	114	54·31
1909	50·41	58·05	43,93,309	1,17,97,245	6,50,918	2,95,529	1·63	1,44,338	3,85,580	−9,034	−54,383	−1,70,973	116	54·60
1910	50·41	58·05	44,22,418	1,18,20,000	6,80,080	3,04,658	1·68	1,45,069	3,86,342	−8,351	−52,836	−1,65,566	121	55·29
1911	50·41	58·05	44,46,594	1,18,24,590	7,06,515	3,47,453	2·14	1,49,395	3,99,893	−3,904	−50,747	−1,46,993	136	54·67
1912	50·41	58·05	44,20,640	1,18,19,994	8,15,945	3,85,321	2·37	1,48,147	4,00,801	−3,119	−46,957	−1,19,551	145	52·78
1st qr. of 1913.														
1913-14	50·41	58·05	44,19,271	1,18,22,921	1,19,831	73,657	0·45	37,049	1,00,190	−1,191	−16,068	−46,333	136	61·60
1914-15.	50·41	58·05	44,19,503	1,18,74,349	9,03,393	3,55,890	2·18	1,13,201	3,31,151	−3,606	−21,821	−68,125	160	60·62
	50·41	58·05	43,62,873	1,27,03,873	8,93,082	3,65,752	1·58	1,46,458	4,03,606	−5,561	−67,637	−2,12,914	158	70·21

* Due to abnormal increase in net earnings.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10.}}{\text{Sub-heads (a) to (l)}}$ **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*i*) Tinnevelly-Quilon (Travancore) railway (Native State section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Quilon to Punalur	1-6-04	28·28		
Punalur to the Frontier of the Travancore State near Shencottah	26-11-04	29·77		
Total open mileage	...	...	58·05	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Quilon to Trivandrum (sanctioned on 1st October 1913)	...	39·15		
			39·15	
GRAND TOTAL.	...	...	...	97·20

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24·56 miles, between Punalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Punalur is 1 in 100 and between Punalur and Shencottah 1 in 50.

Contract—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) railway (British section) [10 (*h*)].

Statistics of working—

See under British section [10 (*h*)].

10 (*j*) Morappur-Hosur railway (2′ 6″ gauge)—

The line is the property of the Government, on whose behalf it was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908 it was made over to the South Indian Railway Company for working as an integral part of their undertaking.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Morappur to Dharmapuri	18-1-06	18·53	
Dharmapuri to Hosur	15-5-13	54·87	
TOTAL	...	...	73·40

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pynkado.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

Dated the 2nd March 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

(For Index see page preceding this appendix.)

Number $\frac{\text{Main head 10}}{\text{Sub-a ds } (a) \text{ to } (l)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*j*) Morappur-Hosur railway (2′ 6″ gauge)—*concld.*

Contracts—*concld.*

Dated the 26th October 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from the 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contracts—

As in the case of 10 (*b*), South Indian railway (3′ 3½″ gauge). But no portion of the capital expenditure on the Dharmapuri-Hosur section is debitable to the capital account of the South Indian Railway Company. It will be for the separate account of the Government of India.

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	18·53	8,39,999	37,145	3,760	0·45	39	89·85
1909	18·53	9,22,100	39,270	−6,883	...	41	117·53
1910	18·53	12,56,128	45,796	9,627	0·77	48	78·95
1911	18·53	20,37,238	41,315	36	...	43	99·91
1912	18·53	25,38,828	48,998	2,581	0·10	51	94·73
1st qr. of 1913.	18·53	26,75,960	11,918	−2,743	...	49	123·02
1913-14	73·40	30,32,258	1,19,739	2,887	0·10	31	97·59
1914-15	73·40	30,17,575	1,32,583	−23,737*	...	35	117·90

10 (*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tirupattur to Krishnagiri	18-9-05	25·38	25·38

Details of construction—

Permanent-way.—The permanent-way consists of 80-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

Dated the 2nd March 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur section of the Morappur-Hosur railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

(For Index see page preceding this appendix.)

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$ **SOUTH INDIAN RAILWAY SYSTEM—*concld.***

10 (*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—*concld.*

Contracts—*concld.*

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from the 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Main provisions of contracts—

As in the case of 10 (*b*), South Indian railway (3′3⅜″ gauge).

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	25·38	10,87,305	53,682	1,233	0·11	41	97·70
1909	25·38	10,86,836	45,692	312	0·03	35	99·32
1910	25·38	11,14,660	57,179	10,061	0·90	43	82·40
1911	25·38	11,01,519	65,298	18,179	1·65	49	72·16
1912	25·38	10,98,576	63,503	19,179	1·75	48	69·83
1st qr. of 1913.	25·38	10,98,617	11,825	—1,664	...	36	114·07
1913-14	25·38	11,13,720	60,913	—5,583	...	46	109·17
1914-15	25·38	11,55,050	65,459	5,139	0·44	50	92·15

10 (*l*) Podanur-Pollachi railway (3′ 3⅜″ gauge)—

The commencement of work on this line by the South Indian Railway Company from funds to be provided by the District Board of Coimbatore was authorised in Railway Board's telegram No. 470 R.P., dated the 19th November 1913.

Progress in opening—

Section of railway.	Date of opening	Miles.	Total.
1	2	3	4
Podanur to Pollachi (sanctioned on 19th November 1913)	...	25·04	25·04

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$. **ASSAM-BENGAL RAILWAY** (5′ 3¼″ gauge)—

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.

Managing Director.—James Meadows Rendel, Esq.

Offices.—Bishopsgate House, 80, Bishopsgate, London, E. C.

Date of registration of the Company.—18th March 1892.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Chittagong Port to Chittagong	3-11-95	1·73		
Chittagong to Feni	1-7-95	55·90		
Feni to Comilla	1-7-95	35·10		
Comilla to Akhaura	1-1-96	29·41		
Akhaura to Karimganj	4-12-96	114·00		
Karimganj to Badarpur	4-12-96	12·00		
Badarpur to Dámchara	23-4-99	18·53		
Dámchara to Lumding	1-12-03	96·29		
Lumding to Nazira	1-1-01	141·87		
Nazira to Lakwá	15-11-01	10·71		
Lakwá to Bhojo	1-2-03	12·72		
Bhojo to Tinsukia	1-3-03	41·53	573·79	
Branches—				
Noakhali branch—				
Láksám to Noakhali	15-5-03	30·46	30·46	
Chandpur branch—				
Láksám to Chandpur	1-7-95	31·62	31·62	
Tangi branch—				
Akhaura to Ashuganj on the left bank of the Surma	1-4-10	19·05		
Daulat Kandi Ghat (on the right bank of the Surma) to Tangi	1-7-14	39·07	58·12	
Sylhet branch—				
Kulaura to Fenchuganj	16-4-12	15·10	15·10	
Silchar branch—				
Badarpur to Katakhal	13-6-98	6·27		
Katakhal to Silchar	8-11-98	12·35	18·62	
Gauháti branch—				
Gauháti Ghát to Gauháti	1-1-97	1·32		
Gauháti to Jamuna mukh	1-1-97	74·11		
Jamuna mukh to Lanka	2-1-99	19·11		
Lanka to Lumding (temporary station)	1-3-99	15·55		
Lumding (temporary station) to Lumding	20-2-00	3·44	113·53	
Dikhow Extension—				
Dikhow to Behubar	4-2-13	6·74	6·74	
TOTAL OPEN MILEAGE	...	...	...	847·98
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Fenchuganj to Sylhet (sanctioned on 18th November 1912)	...	15·15		
Daulat Kandi to Bhairab Bazar (sanctioned on 4th September 1914).	...	3·54		
Ashuganj junction to Ferry Ghat (sanctioned on 24th March 1914).	...	0·80	19·49	19·49
GRAND TOTAL	...	...	...	867·47

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$ · **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sâl and pynkado, and partly on bastard sâl, nageshur, jarrah wood and ironbark sleepers. The Noakhali and Sylhet branches are laid with 41¼-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Láksám and Chandpur, Akhaura and Ashuganj, Gauháti Ghât and Gauháti, and half a mile from Gauháti towards Lumding, and at some stations on the hill section.

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding, 1 in 60, with a 1 in 37 banking section, 8·54 miles long; between Gauháti and Tinsukia, and Kulaura and Fenchuganj, 1 in 100; between Láksám and Noakhali, 1 in 200; between Láksám and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150; and between Akhaura and Tangi, 1 in 200.

Contracts—

Dated the 26th April 1892 (called the principal contract), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the construction, management, maintenance and working, by the Company, of their undertaking.

Dated the 6th December 1899, *between the Secretary of State and the Assam-Bengal Railway Company*, as to the extension of time for the completion of the railway.

Dated the 29th April 1903 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 11th April 1906 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking as from 1st January 1906.

Dated the 5th March 1914 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the adoption of the Government financial year for the purposes of accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Government guarantee interest in sterling at 3 per cent on the Company's share capital of £ 1,500,000. (Up to 30th June 1898 interest was allowed at 3½ per cent.)

(iii) *Distribution of profits.*—The net earnings to be applied in payment to the Government of—

(*a*) The equivalent in rupees of interest paid on debenture capital; provided that, if the Company's share capital is not less than $\frac{8}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

(*b*) the equivalent in rupees of the guaranteed interest paid to the Company in respect of share capital; and

(*c*) interest on the capital contributed, or deemed to be contributed, by the Government, at the same rate as the guarantee for the time being on the Company's capital. But if the capital advanced by Government exceed $\frac{8}{11}$ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement.

"Surplus profits", after interest charges have been met, are divided between the Company and the Government in the ratio of the respective amounts of capital expended by them on the undertaking.

(iv) *Rates and fares.*—To be approved by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as obtain on State railways of the same gauge, and at rates to be approved by the Government.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are absolutely the property of the Government, who may determine the contract on the 31st December 1921, or at the end of any succeeding tenth year by giving 12 months' previous notice.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The Government may also determine the contract at any time on six months' previous notice, if the Company fail to fulfil its obligations, or if the line be worked at a loss for three consecutive half-years. On the determination of the contract, the Company is to hand over to the Government the railway and all its belongings of every description, on repayment by the Government of the amount in sterling, at the par value, of the share capital paid by the Company to the Government.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1895 .	129·49	4,27,47,283	2,14,426	—8,047	...	13,95,636	—14,03,683	64	103·75	* The decrease in net earnings is due to heavy expenditure of an extraordinary character, *e.g.*, heavier renewals of sleepers, repairs to jetty shed destroyed by fire in 1907 and commission on debentures renewed in 1908.
1896 .	285·90	5,59,03,217	6,18,785	33,238	0·06	23,73,034	—23,39,796	71	94·63	
1897 .	360·63	6,94,23,486	9,90,640	72,214	0·10	22,56,279	—21,84,065	63	92·71	
1898 .	379·25	8,32,11,758	13,08,124	54,551	0·07	24,45,275	—23,90,724	83	95·83	
1899 .	434·66	19,45,26,273	16,19,646	3,22,704	0·37	28,63,084	—25,40,380	75	80·08	
1900 .	436·26	10,31,71,809	17,09,955	3,64,364	0·38	33,31,390	—29,67,026	75	78·69	
1901 .	589·21	11,17,19,504	21,84,252	4,56,654	0·44	35,06,252	—30,49,598	70	78·60	
1902 .	589·21	11,87,04,959	20,96,058	2,54,418	0·23	38,08,387	—35,53,969	68	87·86	
1903 .	740·38	12,40,28,548	23,97,658	4,43,963	0·35	40,71,450	—36,27,487	71	81·48	
1904 .	740·38	12,60,09,639	29,53,962	1,05,220	0·08	41,66,535	—40,61,145	77	96·43	
1905 .	740·38	12,78,56,722	84,14,295	1,25,615	0·10	42,61,306	—41,35,691	88	96·32	
1906 .	775·28	13,25,20,704	42,20,061	4,27,858	0·30	44,53,682	—40,25,824	104	89·86	
1907 .	775·28	13,49,01,242	48,90,137	6,40,254	0·47	37,92,277	—31,52,023	122	86·91	
1908 .	775·28	13,90,59,050	46,96,729	* 53,369	0·04	41,64,794	—41,11,425	117	98·87	
1909 .	770·84	14,31,45,488	49,14,893	4,47,461	0·31	43,64,911	—39,17,450	122	90·90	
1910 .	789·89	14,45,68,076	51,70,052	7,84,033	0·54	44,08,319	—36,24,286	126	84·83	
1911 .	789·89	14,79,47,889	55,76,145	11,37,710	0·77	45,86,405	—34,48,695	136	79·59	
1912 .	804·99	15,04,29,093	64,50,146	17,29,637	1·15	46,70,106	—29,40,469	155	73·18	
1st qr. of 1913.	804·99	15 18 32,951	18 68.616	5,96,988	0·39	11,75,440	—5,78,502	173	66·99	
1913-14 .	811 73	15,70.22,687	70.42.·93	22.71,129	1·45	49,09.954	—26,38,825	167	67·75	
1914-15 .	847·98	16,24,85,226	68,85,473	17,31,408	1·07	51,33,336	—33,01,928	156	74·85	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. BENGAL AND NORTH-WESTERN RAILWAY SYSTEM.

Chairman.—Alexander Izat, Esq., C.I.E.
Secretary.—E. A. Neville, Esq.
Offices.—237, Gresham House, Old Broad Street, London, E.C.
Date of registration of the Company.—23rd October 1882.

Lines comprised in the system—The Bengal and North-Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Bengal and North-Western railway (3′ 3¾″ gauge)	1,238·67	...	1,238·67
(b) Tirhoot railway (3′ 3¾″ gauge)	788·45	35·08	823·53
Total	2,027·12	35·08	2,062·20

Running powers—

	Miles.	
Home line over Foreign lines—		
Cawnpore to Aishbagh, Cawnpore-Burhwal (3′ 3¾″ gauge) link, Oudh and Rohilkhand railway	for passenger and goods trains.	45·08
Aishbagh to Daliganj, Lucknow-Bareilly (3′ 3¾″ gauge) railway		3·49
Daliganj to Burhwal, Cawnpore-Burhwal (3′ 3¾″ gauge) link, Oudh and Rohilkhand railway		34·57
Benares Cantonment to Benares City, and Benares Cantonment to outer signal on the Benares-Allahabad extension, Oudh and Rohilkhand railway (3′ 3¾″ gauge)		2·16
At Sitapur within the boundary of the Rohilkund and Kumaon railway		0·35
Total ...		86·03

12 (*a*) Bengal and North-Western railway (3′ 3¾″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Sonepore, *viâ* Chupra, Savan and Gorakhpur, to Mankapur	15-1-85	217·20		
Mankapur to Gonda	2-4-84	17·36		
Gonda to Colonelganj	29-10-91	17·89		
Colonelganj to Jarwal Road	1-2-92	10·74		
Jarwal Road to Gogra Ghát	18-12-96	2·78		
Gogra Ghát to Chowka Ghát	24-12-98	3·67		
Chowka Ghát to Burhwal	24-11-96	3·88		
			273·22	
Branches and Extensions—				
Digha Ghát branch—				
Sonepore to Palezaghat	15-1-85	9·14		
			9·14	
Mashrak branch—				
Chupra to Mashrak	20-3-10	26·17		
			26·17	
Maharajganj branch—				
Daronda to Maharajganj	1-4-07	3·90		
			3·90	
Savan—Captainganj branch—				
Savan to Thawe	1-4-07	17·83		
Thawe to Tamkuhi Road	15-3-13	22·60		
Tamkuhi Road to Captainganj	26-4-13	33·86		
			73·28	
Bagaha branch—				
Gorakhpur to Chhitauni Ghát	7-2-07	57·48		
Chhitauni Ghát to Bagaha	9-3-12	4·39		
			61·87	
Gorakhpur-Gonda loop—				
Gorakhpur to Uska Bazar	15-12-86	39·58		
Uska Bazar to Barhni	15-1-05	30·88		
Barhni to Tulsipur	15-1-06	24·04		
Tulsipur to Balrámpur	1-6-98	18·15		
Balrámpur to Gonda	15-12-96	23·08		
			135·73	
Jarwa branch—				
Gainsari to Jarwa	12-4-06	9·16		
			9·16	
Ajodhya branch—				
Mankapur to Nawabganj (Gonda)	2-4-84	13·48		
Nawabganj (Gonda) to Ajodhya (Lakarmandi Ghat)	1-12-84	5·05		
			18·53	
Naipalganj Road branch—				
Gonda to Bahraich	2-4-84	37·47		
Bahraich to Naipálganj Road	15-12-86	33·15		
			70·62	
Katarnian Ghát branch—				
Nánpára to Mihinpurwa	15-12-96	14·79		
Mihinpurwa to Katarnian Ghát	25-3-98	27·28		
			42·07	
Sitapur branch—				
Burhwal to Sitapur	13-3-11	58·91	58·91	
Carried over	...	...	...	788·89

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (*a*) Bengal and North-Western railway (3' 3¾" gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	...	788·60
Chupra-Benares-Allahabad branch—				
Chupra to Revelganj	15-4-91	7·75		
Revelganj to Bakulha	4-2-12	5·37		
Bakulha to Ballia (Ganges-Gogra Doab lines)	12-5-99	26·85		
Ballia to Phephna (Ganges-Gogra Doab lines)	15-3-99	6·26		
Phephna to Ghazipur Ghât (Ganges-Gogra Doab lines)	11-3-03	33·02		
Ghazipur Ghât to Aunrihar (Ganges-Gogra Doab lines)	15-3 99	26·88		
Aunrihar to Benares (Ganges-Gogra Doab lines)	15-3-99	19·87		
Benares to Madhosingh (Ganges-Gogra Doab lines)	1-3-09	23·60		
Madhosingh to Jhusi (Ganges-Gogra Doab lines)	21-4-09	41·95		
Jhusi to Isat bridge (Ganges-Gogra Doab lines)	1-11-12	2·36		
Isat bridge to Allahabad City (Ganges-Gogra Doab lines)	9-5-13	2·16		
			200·09	
Mirzapur Ghât extension—				
Madhosingh to Mirzapur Ghât (Ganges-Gogra Doab lines)	1-3-09	6·89		
Mirzapur Ghât to Chilh (Ganges-Gogra Doab lines)	25-10-12	0·53		
			7·42	
Bhatni-Benares chord—				
Bhatni to Turtipar	15-12-96	17·23		
Turtipar to Mau (Ganges-Gogra Doab lines)	8-6-98	26·00		
Mau to Aunrihar (Ganges-Gogra Doab lines)	15-3-99	35·81		
			79·04	
Barhaj branch—				
Salimpur to Barhaj	1-12-97	12·63		
			12·63	
Dohrighat branch—				
Phephna to Indara (Ganges-Gogra Doab lines)	15-3-99	31·39		
Indara to Dohrighat (Ganges-Gogra Doab lines)	21-3-04	21·39		
			52·98	
Shahganj branch—				
Mau to Azamgarh (Ganges-Gogra Doab lines)	8-6-98	26·83		
Azamgarh to Shahganj (Ganges-Gogra Doab lines)	14-2-03	34·64		
			61·47	
Jaunpur branch—				
Aunrihar to Jaunpur (Ganges-Gogra Doab lines)	21-3-04	36·45		
			36·45	
				450·07
TOTAL	...	...	...	1,238·67

Details of construction—

Permanent-way.—The main line, the Sitapur branch and the sections from Chupra to Inchcape bridge and Bhatni to Turtipar are laid with 50-lb. steel rails mostly on sâl sleepers. The rest of the line north of the Ganges is laid with 41½-lb. steel rails mostly on sâl sleepers. The Ganges-Gogra Doab main lines from Turtipar to Allahabad City and Aunrihar to Inchcape bridge are laid with 50-lb. steel rails on sâl sleepers, and the branches with 41½-lb. steel rails on sâl sleepers.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur, broken brick or shingle.

Fencing.—The main line and the section from Chupra to Revelganj are fenced.

Curves.—The sharpest curve is of 1,100 feet radius on the Orai diversion.

Gradients.—The ruling gradient is 1 in 300. On the various river ghât lines the gradients are steeper.

Contracts—

Dated the 12th December 1882 (called the original contract), *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the construction and working by the Company of the Bengal and North-Western railway.

Dated the 22nd February 1886 (supplemental to and modifying in some respects the contract of 1882) *between the Secretary of State and the Bengal and North-Western Railway Company.*

Dated the 18th July 1890, *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the taking over and working by the Company of the State railways known as the Tirhoot railway in conjunction with the Company's railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 19th December 1894 (supplemental to the contracts of 1882, 1886 and 1890), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for the further extension of the Company's system of railways and for the exercise by the Company of running powers for through traffic over the Cawnpore-Burhwal 3′ 3⅜″ gauge link of the Oudh and Rohilkhand railway.

Dated the 12th December 1895 (supplemental to the contracts of 1890 and 1894), *between the Secretary of State and the Bengal and North-Western Railway Company*, modifying in some respects the contract of 1890 relating to the Tirhoot railway.

Dated the 23rd July 1896 (supplemental to the contracts of 1882, 1886, 1890, 1894 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway and of the Tirhoot railway.

Dated the 15th January 1903 (supplemental to the contracts of 1882, 1886, 1894 and 1896), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.

Dated the 24th April 1903 (supplemental to the contracts of 1882, 1890 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 14th December 1905 (supplemental to the contracts of 1882, 1890, 1895, 1896 and 1903), *between the Secretary of State and the Bengal and North-Western Railway Company*, continuing with modifications the contract of 1890 relating to the Tirhoot railway and modifying in some respects the contract of 1882 relating to the Company's railway.

Dated the 7th October 1907 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, and 1905), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.

Dated the 1st October 1908 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905 and 1907), *between the Secretary of State and the Bengal and North-Western Railway Company*, for providing for a further extension of the Company's railway from Chupra to Mashrak.

Dated the 9th July 1909 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907 and 1908), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for a further extension of the Company's railway, from Burhwal to Sitapur.

Dated the 13th October 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896 15th January and 24th April 1903, 1905, 1907, 1908 and 1909), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for extensions of the Company's railway connecting the Company's Main lines with the Company's Doab lines and with the Tirhoot railway, respectively, by bridges over the Gogra and Gundak rivers.

Dated the 7th December 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908, 1909 and 13th October 1910), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for a further extension of the Company's railway from Thawe to Captainganj.

Dated the 13th March 1914 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908, 1909, 13th October and 7th December 1910), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for the accounts for purposes of these contracts being prepared from 1st April 1913 for the financial year instead of for the calendar year.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost for the Company's railway; and at the cost of capital for the Tirhoot railway undertaking.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—The Company's railway and the Tirhoot railway undertaking are worked conjointly; but the accounts of each are kept separate and distinct, except those relating to working expenses, other than maintenance, Abstract A.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*a*) Bengal and North-Western railway (3' 3¾" gauge)—*contd.*

Main provisions of contracts—*contd.*

In addition to the ordinary working expenses and usual contributions to the State Railway and Company's Provident Institutions, the working expenses for each half-year include interest at 4 per cent per annum on all outlay up to the 31st December 1904 expended on "rolling-stock," "steamers and barges and landing stages," "stores," and "stations and offices, station machinery, staff quarters and all other works including permanent-way at Sonepore" for joint use, and on all outlay subsequent to that date up to the close of each half-year incurred on the same matters and on "workshops and store buildings, etc." or any other works used for joint purposes. The interest so charged is to be credited to the respective revenue accounts of the Company's railway and the Tirhoot railway undertaking in the ratio of the contributions of capital made to the joint accounts by each.

The working expenses of the open system, exclusive of the charges for maintenance of way works and stations, other than those for general supervision, are divided between the Company's railway and the Tirhoot railway undertaking in proportion to their respective gross earnings.

The charges for maintenance of way, works and stations, other than the charges for general supervision are appropriated and allotted to the Company's railway or the undertaking on the basis of the actual expenditure incurred by each.

(iv) *Distribution of profits.*—As to the Company's railway, under the original contract of 1882 any surplus over 6 per cent was to be equally divided between the Government and the Company; but this provision was rescinded by the contract of the 22nd February 1886, which leaves the profits entirely in the hands of the Company.

As to the open system, after deducting half-yearly from the gross earnings of the Company's railway and of the undertaking, respectively, the working expenses noted under (iii), the balance of the gross earnings (termed net revenue) in the case of the Company's line belongs to the Company, and in the case of the Tirhoot railway undertaking is applied in the following manner and order:—

(*a*) in payment to the Company of interest accruing in each half-year, after the expiration of the period during which interest is chargeable to capital, at 4 per cent per annum on one half of the capital raised and expended by the Company for the purposes of the railway crossing the Gundak river by a bridge, from Bagaha to Chhitauni, including interest paid out of capital during construction;

(*b*) in payment to the Government from the aggregate net revenue for the entire year of interest accruing in such year at 5 per cent per annum on all money advanced or expended by the Government for the purposes of the open lines of the undertaking which have not been repaid to the Government;

(*c*) the residue if not in excess of 10 lakhs going to Government and the Company in the proportion of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter; if in excess of 10 lakhs, then as to 10 lakhs in the aforesaid proportion and as to the balance in the proportion of $\frac{14}{15}$ths to the Government and $\frac{1}{15}$th to the Company.

The difference between the net revenue of the Company's railway belonging and payable to the Company and the aggregate advances made to the Company, in any half-year, is to be adjusted as soon as known by payments in India between the Government and the Company as the case may require.

(v) *Rates and fares.*—As to the Company's line—to be approved by the Government, who may require the charge for salt, coal and food grains for full-wagon loads carried not less than 100 miles to be reduced to any rate not below $\frac{1}{5}$th pie per maund per mile and for passengers not below 2 pies per mile.

As to the open system—for the carriage of through passengers and goods over the Company's railway, of all through and local passengers and goods over the Tirhoot railway undertaking, and of all passengers and goods from and to the undertaking or any connected railway carried over the Company's railway or any foreign railway connected therewith, the Government have the power to fix and vary the classification for passengers and goods and the maxima and minima fares and rates for the several classes of passengers and goods, respectively. Until otherwise fixed no rate for goods is to be higher than one pie or lower than $\frac{1}{10}$th pie per maund per mile.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails and post office servants on duty.—To be carried free on the Company's railway; and on the Tirhoot railway on the same general conditions and at the same rates as may be in force on the 3′ 3⅜″ gauge State railways.

(*b*) Troops, police, high Government officials and Government stores.—As to the Company's railway, to be conveyed on the same general conditions as those in force on the 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government. As to the Tirhoot railway undertaking, to be conveyed on the same general conditions and at the same rates as may be in force on State railways of the 3′ 3⅜″ gauge.

(*c*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved from time to time by the Secretary of State.

(vii) *Power of the Government to determine the contracts relating to the Company's railway.*—The line and all its appurtenances become the property of Government on the termination of the contracts. If the contracts terminate by the efflux of time the Government is to pay to the Company the value of rolling-stock, movable machinery, stores, etc. The Government may determine the contract after 50 years (*i.e.*, on the 31st December 1932), on one year's previous notice of intention to purchase, paying 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation for the five years immediately preceding the *purchase*. And at any time prior to the 31st December 1912, the Government have the right and option to elect that, upon the determination of the contract of 1882 by notice of purchase on the 31st December 1932, they will in lieu of making the aforesaid payment, pay to the Company a sum of money equal to 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government during the five years immediately preceding the *31st December 1912*, on the assumption that section 39 (5) of the contract of 1882 had been in actual operation during the same five years. These terms do not apply to the Doab lines referred to in the contracts of 1896, 1907 and 1910, in respect of which the Government undertake to pay to the Company, in the event of purchase, a sum equal to the capital raised and expended thereon with their sanction, including interest paid out of capital during construction. One-half of the capital raised and expended by the Company for the Manjhi Ghat-Bakulha section, including interest paid out of capital during construction, is to be treated as capital attributable to the Doab lines; the other half, and the whole of the capital for the Bagaha-Chhitauni section, including interest paid out of capital during construction, is to be treated as capital attributable to the Company's main lines. The Government may also determine the contract at any time, at six months' notice, if the Company fail to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of the line, less the value of the same treated as a reversionary sum absolutely payable on the 31st December 1981.

(viii) *Power of the Government to determine the contracts relating to the Tirhoot railway undertaking.*—If the original contract with the Company, dated the 12th December 1882, terminate for any reason prior to the expiry of the term of the contracts relating to the Tirhoot railway undertaking, then the latter also, *ipso facto*, terminate at the same time. The Government may also terminate the Tirhoot railway contracts at any time, on 6 months' notice, if the Company fail to observe its obligations. The Government may also terminate the Tirhoot railway contracts on the 31st December 1919, on 6 months' notice: or, at the same date and by the like notice, the Government may modify or alter the terms with the approval of the Company as from the 31st December 1919; but if the Company do not agree to the proposed modifications or alterations then the contracts will terminate on the 31st December 1919. On the determination of the Tirhoot railway contracts the Government will resume possession of the undertaking, and any capital sums which may have been raised by the Government and expended on the Company's lines, or raised and expended by the Company on the undertaking, are to be considered as debts due from the Company and the Government respectively.

(ix) *Power of the Company to surrender contracts.*—Nil.

(x) *Term of contracts relating to the Company's railway.*—99 years, *i.e.*, until the 31st December 1981, subject to (vii).

(xi) *Term of contracts relating to the Tirhoot railway undertaking.*—28 years, *i.e.*, from 1st January 1905 to the 31st December 1932, subject to (viii).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*a*) Bengal and North-Western railway (5′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided between the Government and the Company, in the ratio of gross earnings.	Payments received for working the Tirhoot railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1884 . .	75·00	1,52,47,423	77,670	—26,921	...	...	—26,221	...	29	133·76
1885 . .	303·00	2,01,86,960	12,05,541	5,89,206	...	...	5,89,206	2·92	72	51·12
1886 . .	376·00	2,32,16,102	18,54,074	8,09,189	...	...	8,09,189	3·49	106	56·86
1887 . .	376·00	2,56,22,684	19,44,002	8,87,004	...	...	8,87,004	3·27	90	56·94
1888 . .	376·00	2,61,51,593	22,09,543	9,88,844	...	...	9,88,844	3·78	102	55·25
1889 . .	376·00	2,63,41,572	22,11,324	10,53,964	...	...	10,53,964	4·00	108	52·35
1890 . .	376·00	2,68,84,918	22,08,788	12,21,020	...	*24,245	12,45,265	4·63	101	44·72
1891 . .	401·00	2,76,68,842	24,76,909	15,48,590	...	69,484	16,18,074	5·85	111	37·48
1892 . .	414·50	2,83,88,891	29,39,077	16,20,567	...	67,060	16,87,627	5·94	125	44·26
1893 . .	414·50	2,84,84,234	26,14,546	15,75,636	...	66,842	16,42,478	5·79	114	39·74
1894 . .	414·50	2,87,24,887	26,17,242	16,87,899	...	72,358	17,60,257	6·13	115	35·51
1895 . .	414·50	3,12,95,704	25,71,036	16,82,766	...	72,909	17,55,675	5·61	112	34·55
1896 . .	478·63	3,43,36,114	26,26,033	16,70,172	...	71,614	17,41,786	5·07	113	36·40
1897 . .	485·55	4,10,32,207	27,55,718	17,24,277	...	74,905	17,99,182	4·38	105	37·43
1898 . .	586·25	4,66,78,822	33,31,890	19,74,920	...	75,835	20,50,805	4·39	112	40·75
1899 . .	743·00	5,16,06,763	43,44,861	26,70,911	...	61,940	27,32,851	5·30	113	38·53
1900 . .	743·00	5,24,73,019	43,64,006	24,79,433	...	49,563	25,28,996	4·82	109	43·18
1901 . .	743·00	5,50,91,890	53,66,794	30,97,372	...	76,853	31,74,225	5·76	134	42·29
1902 . .	747·75	5,84,82,525	55,60,238	29,72,183	...	76,671	30,48,854	5·22	139	46·35
1903 . .	812·96	6,21,09,547	61,96,433	38,53,972	...	1,04,369	39,58,341	6·37	145	37·82
1904 . .	870·80	6,43,92,183	67,16,933	43,29,496	...	1,16,834	44,45,330	6·90	147	35·56
1905 . .	901·32	6,77,55,566	61,79,116	34,34,890	+37,627	1,69,446	36,41,463	5·37	117	43·81
1906 . .	932·18	7,13,66,623	77,02,976	40,92,699	—9,028	2,01,060	42,84,731	6·00	142	46·99
1907 . .	1,014·90	7,50,01,758	89,59,804	49,72,741	—25,044	2,04,275	51,51,972	6·87	154	44·78
1908 . .	1,016·73	7,91,13,230	79,80,293	43,74,935	+45,015	1,58,939	45,78,889	5·79	162	44·78
1909 . .	1,091·56	8,44,52,801	80,65,653	43,59,479	+31,817	58,411	44,49,707	5·27	142	45·95
1910 . .	1,117·14	8,92,16,995	84,58,223	48,85,946	+56,810	2,01,276	51,46,032	5·77	146	42·23
1911 . .	1,175·84	9,31,80,852	99,29,972	57,50,938	+41,140	2,35,109	60,36,187	6·48	162	42·01
1912 . .	1,177·27	9,68,79,261	1,12,49,175	73,19,499	+38,037	3,09,961	76,67,497	7·91	184	34·93
1st qr. of 1913 .	1,200·00	9,81,20,368	29,13,331	18,67,611	+21,676	1,37,495	20,26,782	2·07	187	35·89
1913-14 .	1,240·12	9,59,54,245	1,06,80,208	65,85,474	+1,19,409	2,96,483	68,01,357	6·87	166	40·21
1914-15 .	1,238·67	9,91,49,377	1,08,71,200	65,71,263	+68,754	2,58,006	68,98,023	6·95	169	39·55

* For the second-half of 1890 only as the line was taken over for working from the 1st July 1890.

12 (*b*) Tirhoot railway (5′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Sonepore to Hajipur	1-8-87	3·23		
Hajipur to Bachhwara	1-4-00	44·41		
Bachhwara to Barauni Junction	1-5-83	10·05		
Barauni Junction to Thana Bihpur	1-3-00	66·17		
Thana Bihpur to Katarsah	7-3-01	17·84		
Katarsah to Kursela	10-7-02	3·75		
Kursela to Katihar Junction	7-3-01	23·75		
			169·20	
Branches and Extensions—				
Hajipur-Muzaffarpur branch—				
Hajipur to Muzaffarpur	26-10-84	32·35		
			32·35	
Samaria Ghât extension—				
Barauni Junction to Samaria Ghât	1-5-83	5·06		
Bachhwara-Bagaha branch—			5·06	
Bachhwara to Dalsing Sarai	1-5-83	7·00		
Dalsing Sarai to Samastipur	1-11-75	14·75		
Samastipur to Muzaffarpur	24-2-77	32·21		
Muzaffarpur to Motihari	1-2-83	60·30		
Motihari to Bettiah	20-12-88	27·06		
Bettiah to Narkatiaganj	17-1-06	28·42		
Narkatiaganj to Bagaha	1-5-07	26·90		
Bagaha to Gunduck bridge East bank	9-8-12	1·11		
			182·75	
Carried over	...	...	...	389·86

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads } (a) \& (b)}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	...	389·86
Razaul branch—				
Sagauli to Razaul	1-3-99	18·72	18·72	
Samastipur-Darbhanga-Narkatiaganj loop—				
Samastipur to Darbhanga	1-11-75	23·40		
Darbhanga to Sitamarhi	1-7-90	42·00		
Sitamarhi to Riga	1-1-91	5·75		
Riga to Dhang	1-7-91	9·00		
Dhang to Bairagnia	10-8-12	5·25		
Bairagnia to Narkatiaganj	20-12-07	58·75	144·15	
Bhikna Thoree branch—				
Narkatiaganj to Bhikna Thoree	17-2-06	22·29	22·29	
Darbhanga-Bhaptiahi branch—				
Darbhanga to Jhanjharpur	1-2-83	23·68		
Jhanjharpur to Ghogardiha	8-4-86	13·68		
Ghogardiha to Nirmali	8-4-86	6·24		
Nirmali to Bhaptiahi	15-11-87	10·00	53·58	
Bhaptiahi-Pertabganj Ghât branch—				
Bhaptiahi to Raghopur	1-10-88	6·91		
Raghopur to Pertabganj Ghât	1-10-88	4·43	11·34	
Jaynagar branch—				
Sakri to Jaynagar	14-1-05	30·20	30·20	
Bhaptiahi-Mansi branch—				
Bhaptiahi to Makhana Bazar	1-3-07	44·33		
Makhana Bazar to Mansi	15-12-07	15·71	60·04	
Buddham Ghât branch—				
Saharsa to Budham Ghât	15-3-08	15·96	15·96	
Monghyr branch—				
Sahebpur Kamal to Monghyr Ghât	7-3-00	6·04	6·04	
Bhagalpur branch—				
Tusna Bihpur to Mahadeopur Ghât	16-12-01	11·36		
Mahadeopur Ghât to Barari Ghât (Steamer service).	...	...		
Barari Ghât to Bhagalpur Kachery	15-3-06	5·75		
Bhagalpur Kachery to Bhagalpur station, E. I. Ry.	23-12-10	1·44	18·55	
Khagaria-Rusera-Samastipur extension—				
Samastipur to Rusera Ghât	21-12-12	17·72	17·72	
TOTAL OPEN MILEAGE	...	...	...	388·59
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Rusera-Ghât to Khagaria (sanctioned on 9th February 1911)	...	35·08	35·08	35·08
GRAND TOTAL	...	...	...	823·53
DOUBLE LINE—				
Barauni Junction to Bachhwara	22-9-06	10·05	10·05	

Details of construction—

Permanent-way.—The line is laid with 50-lb. and 41½-lb. flat-footed steel rails on sâl, pynkado, jarrah sleepers and cast iron sleepers of Denham-Olpherts' pattern.

Ballast.—The line, except the Bhikna Thoree branch, is ballasted with kunkur or broken brick.

Fencing.—The line, except new branches, is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 2,000 feet radius.

Gradients.—The ruling gradient of the line is 1 in 300, except on 3·42 miles between Samastipur and Pertabganj, where the gradient is 1 in 200 and on the Bhikna Thoree branch where it is 1 in 80. On various river ghât lines the gradients are steeper.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 12}{\text{Sub-heads } (a)\&(b)}$ · **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*concld.*

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*concld.*

Contracts—
Main provisions of contracts— } As noted under 12 (*a*), Bengal and North-Western railway (3′ 3⅜″ gauge.)

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided in the ratio of gross earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905 .	565·45	6,21,36,962	61,81,754	35,95,050	—37,627	1,69,446	33,87,977	5·45	23,54,563	+10,33,414	190	42·45
1906 .	614·30	6,73,40,389	66,80,324	38,97,310	+9,028	3,01,060	37,05,278	5·50	23,17,307	+13,87,971	189	41·52
1907 .	763·54	7,19,99,253	75,39,243	42,21,002	+25,044	2,04,275	40,41,771	5·61	23,80,668	+16,61,103	192	43·68
1908 .	774·69	7,33,81,530	81,68,953	44,81,501	—45,015	1,58,939	42,77,547	5·83	24,68,465	+18,09,082	204	45·14
1909 .	774·69	7,42,61,067	75,53,573	40,09,583	—31,817	58,411	39,19,354	5·28	24,73,136	+14,46,218	188	46·92
1910 .	776·13	7,46,12,530	83,14,066	48,01,820	—8,810	2,01,276	45,41,734	6·09	24,92,047	+20,49,687	206	42·24
1911 .	769·04	7,56,16,782	89,15,376	52,68,260	—41,140	2,85,109	49,93,011	6·60	25,53,319	+24,38,692	223	40·91
1912 .	791·51	7,82,44,847	98,30,665	64,73,031	—38,037	3,09,961	61,25,036	7·83	26,48,419	+34,76,617	239	34·15
1st qr. of 1913	791·51	7,86,99,931	26,02,230	16,91,800	—21,676	1,37,495	15,32,629	1·95	7,16,614	+8,16,015	253	34·39
1913-14	788·16	8,07,86,397	1,02,64,997	64,76,739	—1,19,400	2,96,483	60,60,856	7·50	27,70,371	+32,90,485	250	36·90
1914-15	788·45	8,17,15,013	95,03,765	58,14,830	—68,754	2,53,906	54,99,070	6·72	28,43,125	+26,49,945	232	38·62

APPENDIX 1—*contd*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 13}{\text{Sub-heads } (a) \text{ \& } (b)}$. **BENGAL DOOARS RAILWAY SYSTEM—**

Chairman—Robert Miller, Esq.
Secretary—F. J. Horne, Esq.
Offices—Gresham House, Old Broad Street, London, E. C.
Date of registration of the Company.—30th July 1891.

Lines comprised in the system—The Bengal Dooars railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal Dooars railway (3' 3⅜" gauge)	36·40	...	36·40
(*b*) Bengal Dooars railway extensions (3' 3⅜" gauge)	116·56	5·31	121·87
Total	152·96	5·31	158·27

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

13 (*a*) Bengal Dooars railway (3' 3⅜" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
East Bank of the Teesta (Barnes Ghât) to Dam Dim	15-1-93	31·00	31·00	
Branch—				
Lataguri to Rameshai	11-6-93	5·40	5·40	
				36·40

Details of construction—

Permanent-way.—The line is laid with 41½-lb. flat-footed steel rails on sâl sleepers.
Ballast.—The line is ballasted throughout with stone.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 1,432 feet radius.
Gradients.—The ruling gradient is 1 in 150.

Contracts and Agreement—

Contract, dated the 27th April 1891 (called the principal contract), *between the Secretary of State and Messrs. Octavius Steel and Company*, Promoters, Bengal Dooars Railway Company, as to the construction, maintenance, management and working of the Bengal Dooars Railway Company's original line, including the ferries connected therewith.

Agreement, dated the 27th April 1891, *between the District Board of Jalpaiguri and Messrs. Octavius Steel and Company*, Promoters, Bengal Dooars Railway Company, as to the payment of a subsidy by the Board to the Company.

Contract, dated the 2nd March 1898 (supplemental to the contract of 1891), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the construction, management, maintenance, and working of certain extensions of the Company's then existing railways.

Contract, dated the 27th September 1900 (supplemental to that of 1898), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the extension of time for the completion of the line to Hantupara.

Contract, dated the 7th November 1901 (supplemental to those of 1898 and 1900), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the extension of time for the completion of the line to Bagrakote.

Contract, dated the 16th April 1903 (supplemental to the contract of 1898), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Contract, dated the 1st May 1914 (supplemental to the contract of 1898) *between the Secretary of State and the Bengal Dooars Railway Company*, as to the adoption of the Government Financial year for the preparation of Accounts.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Original line: The District Board of Jalpaiguri pay to the Company, out of the District Fund, an annual subsidy of such amount, not exceeding Rs. 4,000, as may be required to make up the net profits in each year to 5 per cent on the capital sum expended.

Original line *and* Extensions: *Nil.* (It is, however, provided that, on the request of the Company, the Government shall take over the original line and extensions, and shall work and maintain them through the agency of the Eastern Bengal railway, at 40 per cent of the gross receipts in each half-year, paying the remaining 60 per cent over to the Company.)

(iii) *Terms of working.*— } The whole of the profits go to the Company. (If, on a request
(iv) *Distribution of profits.*— } made by the Company, the lines be worked by the Eastern Bengal railway the Government retain in each half-year 40 per cent of the gross earnings, the remaining 60 per cent being paid to the Company after deduction of the income-tax payable to Government.)

APPENDIX 9—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM**—*contd.*

13 (*a*) Bengal Dooars railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts and agreement—*concld.*

(v) *Rates and fares.*—Original railway, *i.e.*, the Main Line from Barnes Ghât to Mal Junction; the Eastern Branch of the Main Line from Lataguri to Ramshai; the Western Branch of the Main Line from Mal Junction to Dam Dim; the Eastern Extension from Mal Junction to (Hantupara) Madarihat; and the Western Extension from Dam Dim to Bagrakote:—Certain maxima rates and fares for goods, (other than food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal), passengers, luggage, carriages, horses and parcels have been fixed. For food grains, salt, coal for construction, working and maintenance, and for construction and revenue stores, certain maxima and minima have been fixed. If the gross receipts of the original railway and of the two (Eastern and Western) Extensions shall in any one year have reached 12 per cent on the combined capital outlay of those lines, Government may reduce the maxima rates and fares by a figure up to 25 per cent except in the case of the special rates for food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal, and for third class passengers. Southern Extension, *i.e.*, from Barnes Junction to Lalmonirhat:—Certain maxima and minima rates and fares have been fixed for goods, passengers, carriages, horses and dogs. Luggage, parcels and bullion are carried at the rates passed by the Railway Conference.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails to be carried under the same terms and conditions as mails were at the date of contract of 1891 being carried on the Eastern Bengal railway, the Government having power to fix the timing of one train each way daily for the carriage of mails. Postal officials travelling on duty to be given free passes.

(*b*) Government bullion and coin, and the persons in charge thereof. — Not specified.

(vii) *Power of the Government to determine contract.*—If the Company fail to work the Original line and the Extensions for six consecutive months, the Government may determine the contract by paying to the Company a sum equal to their actual expenditure up to the date of notice.

The Secretary of State has the right to purchase the Original line and the Extensions on the 31st December 1919, and at the end of any succeeding seventh year, by giving 12 months' previous notice. In the event of such purchase the price to be paid for the Original line is to be a cash payment of one and two-fifths of the amount of the invested capital liabilities of the Company; while the price for the Extensions is to be a cash payment in England in sterling of a sum equal to 25 years' purchase of the average of the net earnings of the Extensions during the last preceding 5 years, provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure and capital liabilities of the Company in sterling as expended on the Extensions or incurred with the sanction of the Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1893 .	36·40	18,49,091	1,14,812	57,639	3·12	...	57,639	3·12	69	49·80
1894 .	36·40	22,84,223	2,05,286	1,04,291	4·57	4,000	1,08,291	4·74	109	49·20
1895	36·40	23,26,476	2,53,537	1,27,459	5·48	4,000	1,31,459	5·65	125	49·73
1896 .	36·40	24,33,213	2,70,451	1,31,814	5·42	...	1,31,814	5·42	136	51·26
1897 .	36·40	25,78,562	2,86,407	1,45,289	5·63	...	1,45,289	5·63	145	49·27
1898 .	36·40	26,68,050	3,09,089	1,14,620	4·30	4,000	1,18,620	4·45	135	57·40
1899 .	36·40	26,26,748	2,73,038	1,18,417	4·51	4,000	1,22,417	4·66	137	56·63
1900 .	36·40	26,42,695	3,32,730	1,89,460	7·17	...	1,89,460	7·17	168	43·06
1901 .	36·40	26,44,873	3,10,920	1,76,399	6·67	...	1,76,399	6·67	156	43·27
1902 .	36·40	26,50,627	2,73,340	1,71,455	6·47	...	1,71,455	6·47	144	37·27
1903	36·40	26,95,547	3,11,131	2,24,952	8·35	...	2,24,952	8·35	156	27·70
1904	36·40	26,64,642	3,46,277	2,56,651	9·63	...	2,56,651	9·63	175	25·88
1905 .	36·40	27,26,891	3,76,343	2,49,598	9·15	...	2,49,598	9·15	196	32·60
1906 .	36·40	27,33,098	4,08,623	2,96,703	10·86	..	2,96,703	10·86	216	27·39
1907 .	36·40	27,56,535	4,20,705	2,84,722	10·33	...	2,84,722	10·33	222	32·63
1908 .	36·40	27,79,347	4,37,253	3,34,102	12·02	...	3,34,102	12·02	231	23·59
1909 .	36·40	28,40,534	4,46,811	3,54,527	12·48	...	3,54,527	12·48	236	20·65
1910 .	36·40	29,73,769	4,86,375	3,73,343	12·55	...	3,73,343	12·55	257	23·24
1911 .	36·40	31,18,394	4,94,386	3,86,765	12·40	...	3,86,765	12·40	261	21·76
1912 .	36·40	31,71,542	5,41,376	4,16,170	13·12	...	4,16,170	13·12	286	23·13
1st qr. of 1913	36·40	31,76,034	1,13,010	77,510	2·44	...	77,510	2·44	239	31·41
1913-14	36·40	32,04,393	5,91,202	4,36,529	13·62	...	4,36,529	13·62	312	26·16
1914-15	36·40	33,37,555	5,76,739	4,21,605	12·63	...	4,21,605	12·63	305	26·90

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$ **BENGAL DOOARS RAILWAY SYSTEM—*concld.***

13 (*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Eastern extension—				
Mal to Chalsa	1-4-01	5·40		
Chalsa to Chengmari	1-1-03	19·45		
Chengmari to Dalgaon	23-3-03	15·84		
Dalgaon to Madarihat	14-6-03	3·31		
			44·00	
Southern extension—				
Barnes Junction to Baura	20-4-00	23·30		
Baura to Bhotemari	21-10-00	16·70		
Bhotemari to Lalmanirhat	20-11-00	20·80		
			65·80	
Western extension—				
Dam Dim to Oodlabari	1-5-01	3·30		
Oodlabari to Bagrakote	1-1-02	3·46		
			6·76	
TOTAL OPEN MILEAGE	...	...	...	116·56
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Chalsa to Matelli (sanctioned on 26th September 1913)	...	5·31	5·31	5·31
GRAND TOTAL	...	...	...	121·87

Details of construction—

Permanent-way.—The line has been laid with 41½-lb. flat-footed steel rails on sál sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Contracts and Agreement—

Main provisions of contracts and agreement— } As noted under 13(*a*), Bengal Dooars railway (3′ 3⅜″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	Rs.	Rs.		Rs.		
1900	66·00	47,11,632	16,191	...	...	14	72·32	The net earnings for 1900, 1901, 1902 and 1st half of 1903 were credited to interest on capital during construction.
1901	74·30	62,26,954	1,76,389	...	...	47	60·92	
1902	77·76	72,66,165	2,55,634	...	...	63	65·99	
1903	116·56	80,10,365	3,46,666	79,109	0·99	61	69·78	
1904	116·56	84,97,572	4,15,179	1,08,680	1·28	68	73·85	
1905	116·56	87,92,080	5,12,343	1,97,824	2·25	85	61·39	
1906	116·56	89,99,516	5,83,852	2,91,256	3·24	96	50·10	
1907	116·56	90,70,826	6,04,133	1,43,585	1·58	99	76·23	
1908	116·56	90,88,857	6,19,972	3,14,328	3·46	102	49·31	
1909	116·56	91,36,146	6,66,419	3,14,641	3·44	100	48·28	
1910	116·56	92,06,724	6,56,433	3,45,725	3·75	109	47·49	
1911	116·56	93,43,461	7,07,730	3,60,021	3·85	117	49·13	
1912	116·56	94,43,641	8,93,405	5,01,116	5·31	147	43·85	
1st qr. of 1913	116·56	94,62,328	2,09,414	1,06,063	1·12	138	49·34	
1913-14	116·56	95,55,890	10,49,680	5,55,144	5·92	178	46·07	
1914-15	116·56	99,98,431	10,21,995	5,09,635	5·10	169	50·13	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) and (b)}}$. **BHAVNAGAR STATE RAILWAY SYSTEM.**

Lines comprised in the system.—The Bhavnagar State railway system is made up of—

	Miles.
(*a*) Bhavnagar State railway (3′ 3¾″ gauge)	206·31
(*b*) Dhrangadra railway (3′ 3¾″ gauge)	40·13
Total	246·44

14 (*a*) Bhavnagar State railway (3′ 3¾″ gauge)—

This line was constructed by Government Agency for the Native State of Bhavnagar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Bhavnagar Docks to Wadhwan Junction	20-12-90	*104·79	104·79		*Includes 1·21 miles of Dock estate line which is worked for goods traffic only.
Branches—					
Dhasa branch—					
Dhola to Dhasa	19-1-81	15·33	15·33		
Kundla extension.					
Dhasa to Liliamota	1-10-11	20·80			
Liliamota to Savar Kundla	17-8-12	15·00	35·80		
Palitana branch—					
Sihor to Palitana	16-11-10	16·92	16·92		
Jasdan extension—					
Botad to Vinchhia	15-5-13	18·41			
Vinchhia to Jasdan	15-9-13	15·06	33·47		
TOTAL	...	...	...	206·31	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers. The line between Bhavnagar City and mile 63/3¼ on the main line has been renewed with 50-lb. flat-footed rails, except in station yards. The Jasdan extension is laid with 40-lb flat-footed rails and the Kundla extension, with second-hand 41¼-lb. flat-footed rails, except 1·35 miles near Liliamota, which are laid with new 40-lb. flat-footed rails.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan, which is ballasted with kunkur. Newly opened lines are ballasted with stone in cuttings and moorum in banks.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—On the main line the ruling gradient is 1 in 200, except for about 10 chains near the Ranpur Bhogawa bridge where it is 1 in 100. Between Sihor and Palitana it is 1 in 100; between Dhasa and Savar Kundla, 1 in 125 and between Botad and Jasdan, 1 in 150.

Agreement—

Nil.—The line is owned and worked by the Bhavnagar State.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	157·95	89,52,431	14,58,671	9,07,496	10·14	178	37·79
1912	173·17	1,09,63,312	14,65,975	7,71,271	7·03	163	47·39
1st qr. of 1913	173·66	1,09,92,709	3,67,171	1,93,685	1·76	164	47·25
1913-14	206·31	1,12,27,183	14,43,984	7,36,766	6·56	135	48·80
1914-15	206·31	1,20,88,075	15,48,360	8,23,088	6·85	144	46·52

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) and (b)}}$. **BHAVNAGAR STATE RAILWAY SYSTEM—*concld.***

14 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—

This line was constructed for the Native State of Dhrangadra (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Bhavnagar State railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Wadhwan Junction to Dhrangadra	1-6-98	20·43	
Dhrangadra to Halvad	1-1-15	19·70	
Total	...	...	40·13

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar and jodka sleepers.

Ballast.—The ballast used is of broken sandstone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,400 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Provisional agreement, dated the 22nd February 1911, *between the Bhavnagar and Dhrangadra States*, as to the maintenance, management and working of the Dhrangadra railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Dhrangadra Durbar free of cost.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Forty per cent of gross earnings (subject to a biennial revision), *plus* 5 per cent for hire of rolling-stock and, in addition, actual expenditure on the maintenance of way, works and stations. The forty per cent is subject to reduction to 35 per cent when the earnings per mile per week exceed Rs. 50.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, officials and Government stores.—
(*b*) Bullion and coin.— } The same as are, for the time being, in force on the Bhavnagar State railway.

(vii) *Power of Government to determine agreement.*—Not specified.

(viii) *Power of Durbar to determine agreement.*—
(ix) *Power of Bhavnagar State railway to determine agreement.*— } Not specified pending new agreement.

(x) *Term of agreement.*—To be fixed hereafter.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	20·83	5,86,695	49,042	13,375	2·28	45	72·73
1906	20·83	5,86,791	65,121	25,707	4·38	60	60·52
1907	20·83	5,87,610	66,614	24,953	4·25	61	62·54
1908	20·83	5,85,164	53,131	17,756	3·03	49	66·58
1909	20·83	5,85,705	60,202	18,564	3·17	56	69·16
1910	20·83	5,86,796	83,692	34,203	5·83	77	59·13
1911	20·83	5,85,335	93,689	43,546	7·44	68	53·51
1912	20·83	5,85,335	73,811	32,286	5·52	69	56·26
1st qr. of 1913	20·83	5,85,336	20,403	6,389	1·09	76	68·68
1913-14	20·83	5,81,286	87,131	42,643	7·34	81	51·06
1914-15	40·13	11,37,252	1,15,044	59,780	5·26	55	48·04

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 15}{\text{Sub-heads } (a) \text{ to } (c)}$. **BURMA RAILWAYS SYSTEM.**

Chairman.—Lieut.-Colonel Alfred Glynn Begbie.

Managing Director.—Walter Home, Esq., C.I.E.

Offices.—199, Gresham House, Old Broad Street, London, E.C.

Date of registration of the Company.—21st July 1896.

Lines comprised in the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Burma railways (3′ 3½″ gauge)	1,341·85	...	1,341·85
(*b*) Burma railways extensions (3′ 3½″ gauge)	186·93	66·25	253·18
(*c*) Southern Shan States railway (3′ 3½″ gauge)	70·25	34·25	104·50
Total	1,599·03	100·50	1,699·53

15 (*a*) Burma railways (3′ 3½″ gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3½″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
IRRAWADDY SECTION—					
Rangoon to Prome	2-5-77	161·00	161·00		
SITTANG SECTION—					
Main Line—					
Rangoon to Nyaunglebin	4-2-84	93·00			
Nyaunglebin to Toungoo	1-7-85	73·00	166·00		
Branches—					
Suburban lines*	1-3-80	6·00			
	15-7-90	3·00			
Malagon to Bauktaw†	25-8-11	1·70	10·70		*Worked for goods traffic only. †Worked for passenger traffic only.
MANDALAY SECTION—					
Main Line—					
Toungoo to Pyinmana	1-5-88	59·00			
Pyinmana to Yamethin	15-11-88	49·00			
Yamethin to Mandalay	1-3-89	112·00	220·00		
Branches—					
Myingyan branch—					
Thazi to Meiktila	10-5-98	12·89			
Meiktila to Myingyan	15-11-99	57·21	70·10		
Mandalay Shore branch—					
Mandalay to Mandalay shore*	18-4-89	2·50	2·50		
MU VALLEY SECTION—					
Main line—					
Myohaung to Amarapura shore	22-11-91	6·00			
Sagaing to Shwebo	1-7-91	53·05			
Shwebo to Wuntho	4-4-92	99·46			
Wuntho to Nankan	1-11-94	15·46			
Nankan to Mohnyin	21-10-95	74·35			
Mohnyin to Mogaung	1-3-96	52·34			
Mogaung to Myitkyina	1-1-98	36·68	337·29		
Branches—					
Sagaing-Alon branch—					
Ywataung to Alon	15-4-00	70·46	70·46		
Katha branch—					
Naba to Katha	2-10-95	15·00	15·00		
MANDALAY-KUNLONG SECTION—					
Myohaung to Sedaw	1-1-98	13·45			
Sedaw to Maymyo	1-4-00	26·10			
Maymyo to Nawnghkio	20-5-00	34·10			
Nawnghkio to Hsipaw	1-6-01	53·25			
Hsipaw to Lashio	1-3-03	50·94	177·84		
Carried over	...	...	...	1,230·89	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$ **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks
1	2	3	4	5	6
Brought forward	...	...	...	1,230·89	
BASSEIN-HENZADA-LETPADAN SECTION—					
Suburban line at Bassein*	15-1-04	3·18			* Worked for goods traffic only.
Bassein to Henzada	15-12-02	32·25			
Henzada to Henzada shore	20-3-03	2·46			
Tharawaw on the east bank of the Irrawaddy river to Letpadan	20-3-03	23·07			
			110·96	110·96	
TOTAL	...	...	...	1,341·85	
DOUBLE LINE—					
Irrawaddy section—					
Rangoon to Kemmendine	30-10-89	3·50			
Kemmendine to Insein	10-1-90	5·50			
Insein to Hlawga	25-8-05	7·92			
Hlawga to Mogyobyit	1-10-07	3·25			
Mogyobyit to Hmawbi	23-11-07	4·13			
Hmawbi to Wanetchaung	14-2-08	5·00			
			29·30		
Sittang section—					
Rangoon to Pazundaung	1-6-01	0·70			
Pazundaung to Thingangyun	19-4-05	3·40			
Thingangyun to Togyaunggale	2-1-10	2·71			
Togyaunggale to Tewainggyi	30-11-07	4·68			
Tewainggyi to Ledaunggan	23-11-07	4·71			
Ledaunggan to Dabein	10-1-08	6·69			
Dabein to Tongyi	3-1-10	7·75			
Tongyi to Kyauktan	4-1-09	4·06			
Kyauktan to Payathonzu	15-2-09	8·26			
Payathonzu to Pegu	4-1-09	3·51			
			45·87		
Pegu-Pyuntaza section—					
Pegu to Shwehle	10-8-11	5·57			
Shwehle to Payagyi	26-5-11	4·91			
Payagyi to Pyinbongyi	29-5-11	7·83			
Pyinbongyi to Kadok	1-8-11	6·25			
Kadok to Paungdawthi	2-10-11	4·73			
Paungdawthi to Deiku	26-5-11	5·30			
Deiku to Pyuntaza	3-8-11	6·73			
			41·32		
Mandalay section—					
Myohaung to Mandalay	3-10-99	2·45			
			2·45		
TOTAL DOUBLE LINE	...	...	...	118·94	

Details of construction—

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41¼-lb. flat-footed steel. The sleepers throughout are of Burma teak, pynkado, Thitya, Engyin and Australian hard woods; pynkado largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, from Prome to Rangoon and Rangoon to Mandalay, and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at stations. The Lashio, Myingyan and the Sagaing-Alon branches are unfenced, except at certain stations.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section, of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Thazi-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch, of 337 feet; on the Mu Valley line, from Sagaing to Myitkyina, including the Katha branch, of 573 feet.

Gradients.—The ruling gradient on the main line from Prome to Rangoon and Rangoon to Mandalay and Myohaung to Amarapura shore is 1 in 200, except for a short length at mile 124 on the Prome branch, where it is 1 in 150; on the Mu Valley section, from Sagaing to Kanbalu, 1 in 200 uncompensated, from Kanbalu to Naba 1 in 100, and Naba to Myitkyina, 1 in 100 uncompensated, with a banking section, from Mawhan to Mohnyin, of 1 in 60 uncompensated. On the Lashio branch it is 1 in 25 compensated between Sedaw and Thondaung, and 1 in 40 compensated, between Thondaung and Lashio; on the Myingyan branch, 1 in 100 uncompensated; on the Sagaing-Alon branch 1 in 150 uncompensated; and on the Katha branch 1 in 50 uncompensated. Between Letpadan and Tharawaw and Henzada and Bassein, it is 1 in 200.

Contracts—

Contract, dated the 9th March 1897 (called the principal contract), *between the Secretary of State and the Burma Railways Company*, as to taking over the Burma railways, the construction of other railways and their maintenance, management and working.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways (3′ 3⅜″ gauge)—*contd.*

Contracts—*contd.*

Contract, dated the 6th February 1902, (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the issue of debenture stock of £1,250,000.

Contract, dated the 5th May 1903 (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Contract, dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903), *between the Secretary of State and the Burma Railways Company*, as to the construction, maintenance, management and working of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

Contract, dated the 23rd February 1907 (supplemental to the contracts of 1897, 1902 and 1903), *between the Secretary of State and the Burma Railways Company*, regarding advances of capital amounting to Rs. 85 lakhs in 1903 to 1906.

Contract, dated the 9th June 1909 (supplemental to the contracts of 1897, 1902, 1903 and the 22nd and 23rd February 1907), *between the Secretary of State and the Burma Railways Company*, as to the conditions on which the Company was authorised to increase its share capital by £1,000,000 and other matters.

Letter from the Burma Railways Company No. 523 (General), dated the 28th March 1911, to the Under Secretary of State for India; Letter from the India Office No. P. W. 596, dated the 18th April 1911, to the Burma Railways Company; } as to the provision of funds to meet further capital expenditure on the Burma railways.

Letter from the Burma Railways Company No 591 (General), dated the 13th March 1913, to the Under Secretary of State for India, accepting the proposal that advances made by the Secretary of State on and subsequent to 1st April 1913 should bear interest at 4 per cent per annum.

Contract, dated the 7th April 1913, (read as part of the supplementary contract of 22nd February 1907) *between the Secretary of State and the Burma Railways Company*, defining the manner in which the earnings of the Burma Railways Extensions shall be ascertained and in particular the proper apportionment of receipts and expenditure in connection with through traffic and of expenses of stations common to the Burma Railways and the Burma Railways Extensions.

Contract, dated the 24th March 1914 (supplemental to the contracts of 1897, 1902, 1903, the 22nd and 23rd February 1907 and 1909) *between the Secretary of State and the Burma Railways Company*, as to the adoption of the Government financial year for the preparation of accounts.

Letter from the India Office No. P.W. 216, dated the 18th February 1915, to the Burma Railways Company, stating that advances or overdrafts will not be granted after 31st March 1915 at a rate of interest lower than 4½ per cent.

Main provisions of contracts—

(i) *Land.*—To be provided by Government at the cost of capital, subject, as regards land outside British territory, to the condition that it can be acquired on reasonable terms.

(ii) *Government aid.*—The Government undertake to pay interest—

(*a*) at 2½ per cent per annum on the Company's share capital of £2,000,000 raised under the contract of the 9th March 1897 (with an additional ¼ per cent per annum up to and inclusive of the 1st July 1901);

(*b*) at 3 per cent per annum on £1,250,000 raised by the Company by the issue of debenture stock under the contract of the 6th February 1902; and

(*c*) at 2½ per cent per annum on the Company's additional share capital of £1,000,000 (excluding the premium thereon which realized £20,000) raised under the contract of the 9th June 1909.

(iii) *Distribution of profits.*—The net receipts of each year are applied in payment to Government of—

(*a*) interest at 3 per cent per annum on the Company's debenture stock of £1,250,000;

(*b*) interest at 2½ per cent per annum on the Company's share capital of £3,000,000; } paid half-yearly to the company by Government;

(*c*) interest at 2½ per cent per annum on the Government assumed capital; and

(*d*) interest on capital overdrawn by Company at 3¾ per cent per annum up to the 31st March 1913, at 4 per cent per annum from 1st April 1913 to 31st March 1915, and at 4½ per cent per annum thereafter.

The surplus profits, after allowing for interest in any year ending on a 31st March, are to be divided in the ratio of the Government and Company's capital, which, for the purpose of this division, has been stated at £5,750,000 and £3,000,000, respectively, and works out to $\frac{23}{35}$ths to the former and $\frac{12}{35}$ths to the latter.

(iv) *Rates and fares.*—Maxima and minima for the different classes and descriptions of services and terminals to be approved by the Government.

(v) *Special obligations as to the conveyance of:—*

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved by the Government.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

15 (*a*) Burma railways (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' previous notice, determine the contract as to the Company's undertaking on the 31st December 1928, or on the 31st December 1935, or on the 31st December 1941, or on the 31st December of any succeeding tenth year. On the determination of the contract from any cause, the Government is to repay to the Company in sterling at par the capital raised by the latter, and also to take over the liability of the Company in respect of the debenture stock.

As to the determination of the contract of the 22nd February 1907, as to the construction and working of new branches, see 15 (*b*), Burma railways extensions (3′ 3⅜″ gauge).

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

Statistics of working (Those for the periods prior to 1897 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1897.	886·50	8,73,31,890	86,76,403	38,82,673	4·45	38,31,674	1,13,696*	—62,697	188	55·25
1898.	936·13	9,24,93,509	89,91,451	37,88,523	4·10	39,49,899	1,94,988	—3,56,364	185	57·87
1899.	993·34	10,11,17,647	88,25,724	35,78,407	3·54	38,35,209	1,67,935	—4,24,737	179	59·45
1900.	1,124·00	11,03,96,635	1,10,29,947	48,94,824	4·43	38,49,026	4,22,384	+6,23,414	196	55·62
1901.	1,177·70	11,99,22,408	1,18,85,329	49,89,656	4·16	40,41,108	4,38,924	+5,09,624	198	58·02
1902.	1,260·50	12,70,23,590	1,25,02,671	52,72,683	4·15	43,94,823	4,49,065	+4,28,795	203	57·83
1903.	1,336·97	13,01,31,876	1,26,14,478	52,19,322	4·01	44,06,500	4,37,976	+3,74,846	198	61·66
1904	1,340·15	13,34,32,891	1,51,02,418	65,70,760	4·92	44,71,268	6,90,759	+14,08,733	217	56·49
1905.	1,340·15	13,55,91,056	1,57,75,957	61,81,063	4·56	45,35,974	6,02,907	+10,42,182	226	60·82
1906.	1,340·15	13,97,87,368	1,57,32,205	58,61,913	4·19	46,13,499	5,28,853	+7,19,556	226	62·74
1907.	1,340·15	14,50,55,112	1,66,16,416	59,31,463	4·09	43,49,484	5,21,825	+10,60,154	238	64·30
1908.	1,340·15	15,13,95,482	1,79,07,641	71,74,075	4·74	46,94,338	7,61,052	+17,18,690	257	59·94
1909.	1,340·15	15,50,23,745	1,83,49,539	66,59,920	4·30	44,55,997	9,70,207	+12,33,716	263	63·70
1910.	1,340·15	16,04,60,604	1,85,32,674	71,60,233	4·46	49,39,611	11,39,494	+10,81,128	266	61·36
1911.	1,341·85	16,48,65,768	1,92,44,330	66,72,090	4·05	49,91,981	9,71,526	+7,08,583	276	65·33
1912.	1,341·85	17,91,08,309	2,02,44,872	81,76,037	4·81	51,39,866	14,53,557	+15,82,594	290	59·61
1st qr. of 1913-14.	1,341·85	17,10,28,173	68,77,451	29,30,035	2·30	13,07,826	10,02,157	+16,20,052	394	42·86
1913-14.	1,341·85	17,48,43,821	2,24,77,965	1,04,50,766	5·98	54,01,568	21,70,845	+28,78,353	322	53·50
1914-15.	1,341·85	17,72,23,413	2,16,56,550	94,60,286	5·34	55,36,357	17,75,528	+21,43,401	310	56·32

* From 1st September 1896 to 31st December 1897.

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Pegu-Moulmein extension—				
Pegu to Moulmein	25-9-07	121·27	121·27	
Henzada-Kyangin extension—				
Henzada to Danbi	1-7-07	13·50		
Danbi to Kyangin	14-12-08	52·16	65·66	
TOTAL OPEN MILEAGE	...	...	...	186·93
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Daga loop—				
Neikban to Begayet (sanctioned on 1st June 1906)	...	66·25	66·25	66·25
GRAND TOTAL	...	...	...	253·18

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails laid principally on pynkado sleepers.

Ballast.—The ballast consists chiefly of broken stone and shingle.

Fencing.—The Pegu-Moulmein extension is fenced but not the Henzada-Kyangin extension. Level crossings are provided with either gates or chains and posts.

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Kyangin section is 1,432 feet.

Gradients.—The ruling gradient is 1 in 300, uncompensated, on the Pegu-Moulmein extension and 1 in 200, uncompensated, on the Henzada-Kyangin extension;

Contracts—

Contract, dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903, noted under 15 (*a*), Burma railways proper), *between the Secretary of State and the Burma Railways Company*, as to the construction, maintenance, management and working as State railways of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

Contract, dated the 7th April 1913, (read as part of the supplementary contract of 22nd February 1907) *between the Secretary of State and the Burma Railways Company*, defining the manner in which the earnings of the Burma Railways Extensions shall be ascertained and in particular the proper apportionment of receipts and expenditure in connection with through traffic and of expenses of stations common to the Burma Railways and Burma Railways Extensions.

Main provisions of contracts—

(i) *Land.*—As under 15(*a*), Burma railways (3′ 3⅜″ gauge).

(ii) *Government aid.*—All moneys required for the purposes of the extensions shall be supplied by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Separate half-yearly accounts are kept for (*a*) the whole of the Company's system and (*b*) for each of the extensions, except in regard to the Revenue Abstracts B. to G. inclusive and sub-head I of Abstract A. which are for the system as a whole. The total working expenses of the whole system, including the first bonus of 50 per cent payable on deposits in the Railway Provident Fund, are divided between each of the extensions and the rest of the Company's system in the ratio of their respective gross earnings, and the share of expenses so attributed, together with the maintenance expenditure relating exclusively thereto under sub-heads II to VII of Abstract A, are deemed to be the actual working expenses of each. The extensions have also to bear proportionate charges in respect of interest on capital cost of workshop buildings and plant and joint station expenses. After deducting from the gross earnings the working expenses so arrived at, the balance forms the net earnings. From the net earnings are deducted such sums as may under the rules be payable to the Company's Provident Institution as a second bonus, and the remainder constitutes the "net revenue receipts."

The net revenue receipts for each complete financial year are applied in payment of interest at 3½ per cent per annum on the total capital outlay on each extension (including the value of land), and the mileage share of interest on the main line stores and stores suspense balances; and the residue, if any, is divided between the Government and the Company in the proportion of ¾ths to the former and ¼th to the latter.

(v) *Rates and fares.*—As under 15(*a*), Burma railways (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As under 15(*a*), Burma railways (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to surrender contract.*— } The contract may be determined on twelve months' notice given by either party to the other on the 30th June 1919, or on the 30th June of any subsequent fifth year. If the principal contract [noted under 15(*a*), Burma railways (3′ 3⅜″ gauge)] shall at any time be determined by virtue of its provisions, then this contract shall also thereupon cease and determine. On the failure by the Company effectually to remedy any breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice in writing of such determination.

Upon the determination of the contract the Company shall give possession to the Government of the new lines, all property belonging thereto and all moneys then payable, after which the Government shall indemnify the Company against all debts and liabilities as may have been incurred with the sanction of Government and be then subsisting on account of the new lines.

(ix) *Term of contract* [*if not determined under* (vii) *and* (viii)].—Not specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*concld.*

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1907 .	134·77	1,64,71,233	1,68,518	70,441	0·43	2,10,263	...	—1,39,822	32	58·20
1908 .	186·93	1,99,85,700	9,01,008	4,55,558	2·28	6,96,054	...	—2,40,496	93	49·44
1909 .	186·93	2,11,46,631	11,19,902	4,27,510	2·02	6,97,884	...	—2,70,374	115	61·83
1910 .	186·93	2,13,87,484	12,92,969	4,75,061	2·22	7,10,276	...	—2,35,215	133	63·26
1911 .	186·93	2,15,43,179	14,26,979	5,23,234	2·43	7,28,480	...	—2,05,246	147	63·33
1912 .	186·93	2,19,58,911	16,49,154	6,95,299	3·17	7,42,258	9,835	—56,794	170	57·84
1st qr. of 1913.	186·93	2,19,56,599	5,53,883	2,81,408	1·28	1,86,586	23,163	+71,659	228	49·19
1913-14.	186·93	2,20,24,165	21,84,418	10,16,827	4·62	7,85,057	78,717	+1,73,053	225	53·45
1914-15.	186·93	2,21,11,074	16,42,874	5,11,249	2·31	7,71,293	...	—2,60,044	169	68·88

15 (*c*) Southern Shan States railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Thazi to Kywedatson	15-6-12	16·05		
Kywedatson to Yinmabin	20-8-14	6·95		
Yinwabin to Kalaw	15-12-14	40·06		
Kalaw to Aungban	15-2-15	7·19		
TOTAL OPEN MILEAGE	...	...	70·25	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Aungban to Yawnghwe (sanctioned on 23rd July 1909)	...	34·25		
			34·25	
GRAND TOTAL	...	...	...	104·50

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 50-lb. flat-footed steel rails laid on pynkado, Thitya, Engyin and steel transverse peapod sleepers.

Ballast.—The ballast consists of stone and shingle.

Fencing.—Except at stations, the line is unfenced.

Curves.—The radius of the sharpest curve on the open section is 338·69 feet.

Gradients.—The ruling gradient on the open portion is 1 in 25.

Contract—

The construction of the line is being carried out for the State by the Burma Railways Company which is also working the open section under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
		Rs.	Rs	Rs.		Rs.	
1912 . .	16·05	83,94,878	11,090	7,227	0·09	25	28·52
1st qr. of 1913 .	16·05	97,96,426	5,797	3,635	0·04	28	37·28
1913-14 . .	23·00	1,32,95,785	33,020	—6,046	...	28	118·31
1914-15 . .	70 25	1,52,66,096	87,016	5,999	0·04	24	93·10

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 16}{\text{Sub-head (a)}}$ **CHICKJAJUR-CHITALDRUG RAILWAY** (3′ $3\frac{3}{8}$″ gauge)—

This line was sanctioned for construction by the Mysore Durbar in the Foreign and Political Department letter No. $\frac{1\,28}{1}$-I.B., dated the 28th January 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Chickjajur to Chitaldrug (sanctioned on 28th January 1914)	...	21·07	21·07

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 17}{\text{Sub-heads } (a) \text{ and } (b)}$ **DIBRU-SADIYA RAILWAY SYSTEM.**

Chairman.—The Lord Ribblesdale.
Secretary.—S. Maclean Jack, Esq.
Offices.—Blomfield House, 85, London Wall, London, E.C.
Date of registration of the Company.—30th July 1881.

Lines comprised in the system.—The Dibru-Sadiya railway system is made up of—

	Miles.
(*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)	86·02
(*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)	5·50
Total	91·52

17 (*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh Bazar, eastward as far as the Dinjan stream	15-8-82	15·00		
Dinjan stream to Makum Junction	16-7-83	23·50		
Makum Junction to Dihing bridge	2-5-84	23·00		
			61·50	
Saikhoa Ghat branch—				
Makum Junction to Dum-Duma	2-5-84	10·00		
Dum-Duma to Talap	5-2-85	6·00		
Talap to Saikhoa Ghat	1-5-10	8·52		
			24·52	
TOTAL	...	...	...	86·02

Details of construction—

Permanent-way.—The main line is laid for 18 miles with 60-lb. rails and for the remainder of its length with 50-lb. flat-footed steel rails on sâl, nahor and uriam sleepers and on cast iron plates of the Denham-Olpherts' type. The Mukum-Talap section of the Saikhoa Ghat branch is laid for 14 miles with 50-lb. section rails and for the remainder with 41½-lb. flat-footed steel rails on uriam sleepers. The Talap-Saikhoa Ghat section is laid for 3½ miles with 50-lb. rails and for the remainder with 41½-lb. rails on uriam sleepers.

Ballast.—The line is partially ballasted with broken stone.

Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient is 1 in 150 on the main line and 1 in 100 on the Saikhoa Ghat branch.

Contracts—

Dated the 26th May 1880 (called the principal contract) *between the Secretary of State and the Assam Railway Company*, subsequently called the Assam Railways and Trading Company, as to the construction, maintenance, management and working of the Dibru-Sadiya railway with branches.

Dated the 25th July 1881 (supplemental to that of 1880) *between the Secretary of State and the Assam Railways and Trading Company*, modifying the contract of 1880 and providing that the Company shall have the preferential option for the construction and working of any other line(s), in the Luckimpore District—an option which has since been surrendered in consideration of an undertaking by the Secretary of State that the Government right of purchase shall not be exercised until after 1910, *vide* letter from the India Office to the Company's London Board, No. 2193, dated the 13th December 1898.

Letter No. $\frac{223}{1758}$ P.W., dated the 31st March 1905, *from the Honourable the Chief Commissioner of Assam to the Government of India in the Department of Commerce and Industry*;
Telegram No. R. P. 5, dated the 11th May 1905, *from the Railway Board to the Honourable the Chief Commissioner of Assam*;
} as to the construction of the extension from Talap to Saikhoa Ghat.

Dated the 28th October 1914 (supplemental to those of 1880 and 1881) *between the Secretary of State and the Assam Railways and Trading Company*, as to the maintenance and working of the Saikhoa Ghat extension, the alteration in the dates for the exercise of the option of purchase of the Company's railway and the adoption of the Government Financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Annual subsidy for 20 years from date of opening, not exceeding Rs. 80,000 in any one year, or such smaller sum as, added to net earnings, will make up 5 per cent on the paid-up capital (exclusive of cost of Makum Branch).

Annual subsidy on the Makum Branch for 20 years from date of opening, not exceeding Rs. 20,000 in any one year, or such smaller sum as, added to the net earnings of the branch, will make up 5 per cent on the capital cost.

Annual subsidy on the Talap-Saikhoa Ghat extension for 10 years from date of opening at the rate of Rs. 600 per mile.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) and (b)}}$ **DIBRU-SADIYA RAILWAY SYSTEM—*contd.***

17 (*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The subsidies are subject to deduction if the Company fail to keep the line in good order and properly equipped, and to work it.

(*Note*.—The period of subsidy, for the whole line, terminated as from the 30th June 1903, *vide* letter from the Honourable the Chief Commissioner of Assam in the Public Works Department, to the Examiner of Public Works Accounts, Assam, No. 1739-P. W./2898, dated the 11th June 1894.)

(iii) *Distribution of profits.*—All the profits go to the Company.

(iv) *Rates and fares.*—To be approved by the Government. If, after five years from the date of opening of the main line, the net profits of the Company exceed 12 per cent of their paid-up capital, the Government may require the Company to make such reduction in their rates and fares as shall not lead to a diminution of the net profits below 12 per cent.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed at rates to be agreed upon from time to time, not exceeding those now paid in the district concerned.

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vi) *Power of the Government to determine contract.*—If the Company fail, for a period extending over six months, to observe its obligations, the Government may determine the contract and call upon the Company to restore the land, &c., made over to it. The Government has the option of purchasing the railway, and its rolling-stock and other equipments and property of the Company, on the 5th February 1921, or at intervals of ten years thereafter, on giving one year's notice and paying 20 per cent in excess of the value of the property as a dividend-paying investment.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from local Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	77·50	87,31,147	9,54,293	4,32,053	4·95	...	4,32,053	4·95	237	54·73
1906 .	77·50	88,18,873	10,08,281	4,03,634	4·63	...	4,03,634	4·63	250	59·47
1907 .	77·50	89,99,076	10,39,442	3,90,987	4·34	...	3,90,987	4·34	258	62·39
1908 .	77·50	93,21,333	10,24,770	4,47,121	4·80	...	4,47,121	4·80	254	56·37
1909 .	77·50	95 64,604	11,09,679	4,84,171	5·06	...	4,84,171	5·06	275	56·37
1910 .	86·02	97,10,646	11,20,604	4,46,417	4·59	...	4,46,417	4·59	278	60·16
1911 .	86·02	1,03,06,044	11,88,873	4,30,708	4·18	5,112	4,35,820	4·23	266	63·77
1912 .	86·02	1,06,29,497	13,08,470	5,61,887	5·29	5,112	5,66,999	5·33	293	57·06
1st qr. of 1913.	86·02	1,06,58,110	3,57,078	1,58,859	1·49	...	1,58,859	1·49	319	55·51
1913-14 .	86·02	1,09,70,166	13,54,370	6,03,160	5 50	5,112	6,08,272	5·54	303	55·49
1914-15 .	86·02	1,11,65,228	12,32,241	4,88,264	4·37	5,112	4,93,376	4·42	289	62·21

17 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—

This line was constructed by the Assam Railways and Trading Company in 1883, under the sanction of a concession granted in an Indenture made with the Secretary of State on the 30th July 1881, and was used originally only for the purpose of bringing coal from the mines on the south bank of the Dihing river to connect with the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dihing bridge to Ledo	17-2-84	5·50	5·50

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads } (a) \text{ and } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM**—*concld.*

17 (*b*) Ledo and Tikak-Margherita Colliery railway (3' 3⅜" gauge)—*concld.*

Contract—

Letter, *from the Government of India* in the Public Works Department, No. 623 R.T., dated the 6th August 1896, as to the carriage of goods over the Company's Colliery line and for the through booking of the same with stations on the Dibru-Sadiya railway.

Resolution by the *Government of India* in the Public Works Department, No. 234 R.T., dated the 11th March 1897, as to the application of the general rules for working open lines of railway to the Company's Colliery line.

Contract, dated the 26th February 1903, *between the Secretary of State and the Assam Railways and Trading Company*, as to the grant of a new lease to the Company for working the coal mines in the Makum coal-fields for a period of 30 years from the 30th July 1901 and for the exercise of the privileges granted in connection therewith.

Main provisions of contract—

(i) *Land.*—Mines and premises leased to the Company at a fixed half-yearly rental, or in lieu of such rent a certain royalty on the out-put of coal.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—The maintenance charges are kept separate and are borne by the Colliery. All other charges for working the open line system are divided between the Dibru-Sadiya railway and the Colliery branch in proportion to their respective gross earnings. For hire of rolling-stock provided by the Dibru-Sadiya railway, 5 per cent of gross earnings are charged to the Colliery.

(iv) *Rates and fares.*—Certain station to station goods rates have been approved in the Government of India letter noted above.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Not specified.

(vi) *Power of the Government to determine contract.*—The Government may determine the contract and take possession of the mines if the Company fails to fulfil its obligations. On the termination of the contract the Government may purchase buildings and works at a fair valuation.

(vii) *Power of the Company to determine contract.*—The Company may determine the contract if the mines become destroyed or are rendered unfit through any extraordinary casualty. On the termination of the contract the Company is to take away all machinery, etc., belonging to the mines and the railways or tramways constructed for the purpose of working the mines, unless the Government shall be willing to purchase the same.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—30 years from 30th July 1901.

Statistics of working (Those for the periods prior to 1905 will be found in **Appendix 38 to the Report for 1907**).—

Years.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	8·50	16,78,156	59,439	27,210	1·62	134	54·22
1906	8·50	16,83,031	65,115	25,052	1·49	147	61·53
1907	8·50	16,94,069	60,036	23,762	1·34	136	62·09
1908	8·50	16,94,069	69,175	30,486	1·80	156	55·93
1909	5·50	16,94,069	79,905	34,891	2·06	219	56·33
1910	5·50	16,94,069	80,288	32,441	1·91	281	59·61
1911	5·50	16,94,069	83,118	30,429	1·80	291	63·39
1912	5·50	16,94,069	96,954	41,957	2·48	339	56·72
1st qr. of 1913	5·50	16,94,069	22,965	10,138	0·60	321	55·86
1913-14	5·50	16,94,069	92,068	40,821	2·41	322	55·66
1914-15	5·50	16,94,069	99,609	38,190	2·25	348	61·68

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (c)}}$. **GONDAL-PORBANDAR STATE RAILWAY SYSTEM.**

Lines comprised in the system.—The Gondal-Porbandar State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Gondal-Porbandar State railway (3′ 3⅜″ gauge)	148·01	...	148·01
(*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)	46·21	...	46·21
(*c*) Khijadia-Dhari railway (3′ 3⅜″ gauge)	25·53	11·71	37·24
Total	219·75	11·71	231·46

18 (*a*) Gondal-Porbandar State railway (3′ 3⅜″ gauge)—

This line was constructed by Government agency for the Native States of Gondal and Porbandar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway by the Coalition of the Gondal and Porbandar States.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Dhasa to Dhoraji	19-1-81	73·69			
Dhoraji to Porbandar	17-12-89	69·07			
Porbandar to Porbandar Bandar	15-3-90	*1·55			
			144·31		*Is worked for goods traffic only.
Quarry branch—					
Ranawao to Quarry	17-12-89	*3·70			
			3·70		
TOTAL	...	...	...	148·01	

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar, jodka, teak and steel peapod sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on Ranawao quarry line where it is 1 in 67.

Agreement—

Nil.—The line is owned and worked by the Gondal and Porbandar States.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.*	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2.	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	148·01	66,86,312	9,14,280	4,24,616	6·92	119	46·29
1912	148·01	68,02,518	8,94,139	4,46,293	6·22	116	50·09
1st qr. of 1913	148·01	69,91,364	3,01,847	1,53,937	10·08	157	39·06
1913-14	148·01	71,22,318	9,85,264	5,15,819	6·86	128	47·65
1914-15	148·01	72,52,416	9,65,145	4,40,435	5·73	125	54·37

* Excluding outlay on the lines, Porbandar to Porbandar Bandar and Ranawao to quarry.

18 (*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—

This line was constructed and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Administration of the Gondal-Porbandar State railway.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total
1	2	3	4
Jetalsar to Rajkot Junction	12-4-96	46·21	46·21

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (c)}}$ · **GONDAL-PORBANDAR STATE RAILWAY SYSTEM**—*concld.*

18 (*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles, where the rails are laid on steel trough sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except between Rajkot Para and Rajkot Junction.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Agreement—

Memorandum of conditions for separate working, from 1st April 1911, of the Kathiawar railways, sanctioned in the Government of India Foreign Department letter No. 431-I.B, dated the 23rd February 1911, to the address of the Secretary to the Government of Bombay, Political Department.

Terms and conditions, dated the 14th December 1913, prescribed by the Railway Board, as to the maintenance, management and working of the Jetalsar-Rajkot railway.

Main provisions of agreement.—

(i) *Land.*—Provided, at the cost of capital, by the Native States through whose territories the line passes.

(ii) *Government aid.*—Nil. The line is the property of the States of Junagad, Gondal and Rajkot and the Talukdar of Jetpur, who supply funds for any necessary additions thereto chargeable to the capital account. It is maintained and worked by the agency of the Gondal-Porbandar State railway, which provides the rolling-stock and other appliances, etc., necessary thereunto.

(iii) *Terms of working.*— } 40* per cent of gross earnings (subject to a biennial revision) are
(iv) *Distribution of profits.*— } * 35 per cent in those half-years in which the gross earnings per mile per week exceed Rs. 50. retained by the working agency, *plus* actual expenditure on maintenance of way and works and stations, police and magisterial charges, and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*— } The same as those in force on the Gondal-Porbandar State railway.
(*a*) Troops, police, high Government officials and stores.—
(*b*) Bullion and coin.—

(vii) *Power of the Government to determine agreement.*—The Railway Board shall exercise the powers of an arbitrator.

(viii) *Power of the Proprietors to determine agreement.*—Nil.

(ix) *Term of agreement.*—Not specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . . .	46·21	15,80,207	1,91,155	74,882	4·74	80	60·83
1906 . . .	46·21	15,82,472	1,83,261	65,653	4·15	76	64·18
1907 . . .	46·21	15,99,904	2,38,823	1,07,094	6·69	99	55·15
1908 . . .	46·21	16,00,937	2,49,937	1,11,178	6·94	104	55·53
1909 . . .	46·21	16,03,140	2,44,104	1,01,906	6·35	102	58·29
1910 . . .	46·21	16,13,883	2,74,868	1,24,701	7·72	114	54·63
1911 . . .	46·21	16,13,638	2,93,900	1,29,680	8·04	122	55·59
1912 . . .	46·21	16,14,853	3,51,069	1,82,072	11·26	146	48·14
1st qr. of 1913 .	46·21	16,18,950	1,11,588	62,961	15·56	186	43·58
1913-14 . . .	46·21	16,20,100	4,07,551	2,18,847	13·51	170	51·22
1914-15 . . .	46·21	16,26,937	4,09,160	2,11,178	12·98	170	46·39

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 18}}{\text{Sub-head (a) to (c)}}$. **GONDAL-PORBANDAR SAATE RAILWAY SYSTEM**—*concld.*

18 (c) Khijadia-Dhari railway (3′ 3⅜″ gauge)—

The construction of this line by the Baroda Durbar was sanctioned by the Secretary of State for India in his despatch No. 16 Railway, dated the 7th February 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Khijadia to Gavadka	1-3-13	16·39		
Gavadka to Chhalala	10-3-14	9·14		
TOTAL OPEN MILEAGE	...	...	25·53	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Chhalala to Dhari (sanctioned on 7th February 1913)	...	11·71		
			11·71	
GRAND TOTAL	...	...	...	37·24

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb flat-footed steel rails laid on jarrah sleepers.
Ballast.—The line is ballasted with moorum,
Fencing.—The station platforms only are fenced.
Curves.—The sharpest curve has a radius of 2,865 feet.
Gradients.—The ruling gradient is 1 in 200.

Agreement—

The line was constructed by the Baroda Durbar at its own cost and made over to the Gondal-Porbandar State railway for working from 1st March 1913 under the following terms:—

Main provisions of agreement—

(i) *Land.*—Provided at the cost of capital.

(ii) *Government aid.*—Nil. The line is the property of the Baroda Durbar and is worked by the Gondal-Porbandar State railway.

(iii) *Terms of working.*—40* per cent of gross earnings (subject to a biennial revision) are retained by the working agency, *plus* actual expenditure on maintenance of way, works and stations, police and magisterial charges, interest and maintenance charges of the joint works and joint traffic expenses at Khijadia junction and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.

* Reduced to 35 per cent in those half-years in which the gross earnings per mile per week exceed Rs. 50.

(iv) *Distribution of profits.*—The whole of the net earnings are paid over to the Baroda Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(a) Mails, troops, police, high Government officials and Government stores.—
(b) Government bullion and coin, and the persons in charge thereof.—
} The same as those in force on the Gondal-Porbandar State railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Proprietors to determine agreement.*—
} Nil.

(ix) *Term of agreement.*—5 years from 22nd May 1913.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1st qr. of 1913	16·39	9,25,655	1,000	650†	0·84	15	35·00
1913-14	25·53	13,65,967	23,940	14,940†	1·09	33	48·38
1914-15	25·53	16,64,256	49,441	23,556	1·42	37	52·34

†Excluding expenses on maintenance of way, works and stations at present borne directly by the Baroda Durbar in its capital account.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 19 / Sub-head (a). **JAMNAGAR RAILWAY** (3′ 3⅜″ gauge)—

This line was constructed for the Navanagar State and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways, which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Rajkot Junction to Jamnagar	8-4-97	50·29		
Jamnagar to Bedi Bandar	8-4-97	*3·93		*Worked for goods traffic only.
TOTAL	...	...	54·22	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced, except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Nil.—The line is owned and worked by the Navanagar State.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	54·22	23,27,105	1,48,341	62,008	2·66	53	58·20
1906	54·22	23,26,826	1,51,835	60,076	2·58	54	50·30
1907	54·22	23,26,953	2,14,652	1,02,785	4·42	76	52·12
1908	54·22	23,26,945	2,36,715	1,24,911	5·37	84	47·23
1909	54·22	23,24,854	2,37,240	1,15,995	4·99	84	51·11
1910	54·22	23,32,069	2,44,143	1,20,318	5·16	87	50·72
1911	54·22	23,27,124	2,45,350	1,17,260	5·04	87	52·30
1912	54·22	23,35,655	2,38,186	98,843	4·22	85	58·64
1st qr. of 1913	54·22	23,53,625	78,911	41,274	1·75	112	47·70
1913-14	54·22	23,53,951	2,91,782	1,55,756	6·62	103	46·62
1914-15	54·22	23,70,800	3,01,245	1,09,605	4·62	107	63·62

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads } (a) \text{ to } (f)}$. **JODHPUR-BIKANER RAILWAY SYSTEM.**

Lines comprised in the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Jodhpur-Bikaner railway (Jodhpur section) (3′ 3⅜″ gauge)	604·19	75·56	679·75
(*b*) Jodhpur-Bikaner railway (Bikaner section) (3′ 3⅜″ gauge)	470·37	28·00	498·37
(*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)	123·98	...	123·98
(*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)	50·43	...	50·43
(*e*) Mirpur Khas-Khadro railway (3′ 3⅜″ gauge)	49·50	...	49·50
(*f*) Pipar-Bilara Light railway (2′ 0″ gauge)	25·25	...	25·25
Total	1,323·72	103·56	1,427·28

20 (*a*) Jodhpur-Bikaner railway (Jodhpur section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Kuchaman Road to Merta Road	13-3-93	73·00		
Merta Road to Jodhpur	8-4-91	64·00		
Jodhpur to Luni Junction	9-3-85	20·00		
Luni Junction to Balotra	22-8-87	50·00		
Balotra to Barmer	15-5-99	60·00		
Barmer to the Jodhpur Frontier	22-12-00	74·44		
			341·44	
Branches and extensions—				
Pachpadra branch—				
Balotra to Pachpadra	22-3-87	10·00		
			10·00	
Marwar Railway Junction extension—				
Luni Junction to Marwar Pali	17-6-84	25·00		
Marwar Pali to Marwar Railway Junction	24-6-82	19·00		
			44·00	
Phalodi branch—				
Jodhpur to Osian	21-9-13	34·28		
Osian to Marwar Lohawat	15-3-14	27·22		
Marwar Lohawat to Phalodi	12-5-14	17·69		
			79·19	
Merta City branch—				
Merta Road to Merta City	17-1-05	8·95		
			8·95	
Bhagu extension—				
Merta Road to Nagaur	16-10-91	35·00		
Nagaur to Bhagu	9-12-91	24·50		
			59·50	
Marwar Frontier extension—				
Degana to Marwar Frontier	16-9-09	61·11		
			61·11	
TOTAL OPEN MILEAGE	...	...	...	604·19
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Marwar junction to Sanderao (sanctioned on 16th July 1914).	...	71·00		
Ladnu to Jaswantgarh (sanctioned on 4th September 1914).	...	4·56		
			75·56	
				75·56
GRAND TOTAL	...	...	...	679·75

Details of construction—

Permanent-way.—About 11 miles of the line are laid with 36-lb. flat-footed iron rails, 184 miles with 36-lb., 46 miles with 41¼-lb. and 363 miles with 50-lb. flat-footed steel rails. The sleepers are steel trough, deodar, sâl, maiyang and creosoted pine.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150, except at mile 0-1 on the Phalodi branch where the steepest gradient is 1 in 130.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$ **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

20 (*a*) Jodhpur-Bikaner railway (Jodhpur section) (3′ 3⅜″ gauge)—*concld.*

Agreements—

Dated the 13th July 1889 } *, between the Government of India and the Bikaner and Jodhpur Durbars,*
Dated the 30th July 1889 } *respectively,* as to the construction (at the cost of the two Durbars for the portions in their respective territories), management, maintenance and working of the Jodhpur-Bikaner railway.

Dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner railway, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Main provisions of agreements—

(i) *Land.*—Provided free of cost—that in Jodhpur territory by the Jodhpur Durbar and that in Bikaner territory by the Bikaner Durbar.

(ii) *Government aid.*—Nil. The Jodhpur-Bikaner railway is the exclusive property of the two Native States—the portion in Jodhpur territory belonging to the Jodhpur Durbar, that in Bikaner territory to the Bikaner Durbar—each of which provides the funds requisite for its own line.

(iii) *Distribution of profits.*—Each of the two Durbars receives all the profits derived from the working of the portion of the line situated in its territory.

(iv) *Rates and fares.*—Certian maxima and minima have been fixed, between the limit of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.— } Not specified; but certain rates and fares were approved by executive orders of the Durbars.
(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine agreements.*— }
(vii) *Power of the Durbars to determine agreements.*— } Not specified.
(viii) *Term of agreements.*— }

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . . .	463·89	1,22,63,774	19,16,254	11,01,294	8·98	79	42·53
1906 . . .	463·89	1,22,77,015	20,91,368	12,23,531	9·97	87	41·50
1907 . . .	463·89	1,27,43,482	21,40,652	11,64,748	9·14	89	45·59
1908 . . .	463·89	1,42,85,467	19,38,235	8,65,023	6·06	80	55·14
1909 . . .	525·00	1,43,06,908	21,10,217	10,19,529	7·13	77	51·69
1910 . . .	525·00	1,44,92,736	26,90,468	15,49,703	10·69	99	42·40
1911 . . .	525·00	1,47,54,392	35,12,004	20,39,445	13·82	129	41·93
1912 . . .	525·00	1,62,57,742	38,58,597	21,82,276	13·12	141	44·74
1st qr. of 1913 .	525·00	1,69,58,945	8,56,544	5,09,800	3·01	126	40·48
1913-14 . . .	586·50	1,84,49,723	35,84,107	17,48,754	9·48	118	51·21
1914-15 . . .	614·19	1,95,50,052	30,69,518	14,66,772	7·50	98	52·21

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads } (a) \text{ to } (f)}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

20 (*b*) Jodhpur-Bikaner railway (Bikaner section) (3′ 3½″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Bhagu to Bikaner	9-12-91	47·60		
Bikaner to Dulmera	2-6-98	42·00		
Dulmera to Lunkransar	1-1-01	8·32		
Lunkransar to Suratgarh	1-1-01	63·33		
Suratgarh to Bhatinda	9-9-02	88·00		
			249·45	
Hissar Extension—				
Marwar Frontier to Sujangarh	16-9-99	1·42		
Sujangarh to Ratangarh	2-2-10	28·56		
Ratangarh to Churu	22-5-10	26·61		
Churu to Hissar	8-7-11	79·36		
			135·95	
Bikaner-Ratangarh Chord—				
Bikaner to Ratangarh	24-11-12	84·97		
			84·97	
TOTAL OPEN MILEAGE	...	...	...	470·37
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Ratangarh to Sardarshahr (sanctioned on 6th March 1914)	...	28·00		
			28·00	
				28·00
GRAND TOTAL	...	...	...	498·37

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails of 50 lbs. per yard for about 23¼ miles, 41¼ lbs. per yard for about 5 miles, and 36 lbs. per yard for 231 miles laid on steel trough, deodar and sâl sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreements—

Main provisions of agreements—

As noted under 20 (*a*), Jodhpur-Bikaner railway (Jodhpur section) (3′ 3½″ gauge).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	245·35	51,72,406	8,83,432	5,62,383	10·87	69	36·34
1906	245·35	52,70,205	10,92,889	4,74,514	9·00	86	56·58
1907	245·35	55,15,481	8,82,608	3,38,372	6·13	69	61·66
1908	245·35	75,07,922	7,74,735	3,49,859	4·66	61	54·84
1909	251·35	75,36,376	7,82,156	3,16,844	4·20	60	59·49
1910	306·04	82,04,896	10,61,570	6,07,372	7·40	67	42·79
1911	385·40	97,82,232	14,03,926	8,18,468	8·37	70	41·70
1912	470·37	1,06,66,934	16,53,041	8,58,360	8·09	68	48·07
1st qr. of 1913	470·37	1,07,55,915	5,30,710	3,16,838	2·94	87	40·39
1913-14	470·37	1,10,31,983	16,72,383	9,71,270	8·80	77	48·13
1914-15	470·37	1,17,65,712	17,65,677	8,82,773	7·50	72	50·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

20 (c) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Hyderabad to Shadipalli	18-8-92	55·49	123·98	The line from Hyderabad to Shadipalli was originally on the 5′ 6″ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge on the 20th October 1901.
Shadipalli to the Jodhpur Frontier . . .	22-12-00	68·49		
Total . .	...	...		

Details of construction—

Permanent-way.—The section is laid with 50-lb. flat-footed steel rails on deodar, pine and maiyang sleepers.
Ballast.—The ballast is of kunkur, stone and broken brick.
Fencing.—With the exception of a few stations and about 34 miles between Shadipalli and Chhor the line is unfenced.
Curves.—There are no curves with a radius of less than 1,000 feet.
Gradients.—The ruling gradient is 1 in 150.

Agreement and contracts—

Agreement, dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other, agency), of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the property of the Government, who provide all expenditure for capital, and is managed, maintained, stocked and worked by the Administration of the Jodhpur-Bikaner railway as part of that system.

(iii) *Terms of working.*—The working expenses of the amalgamated undertaking, excluding the cost of maintenance (but including rent of joint works and interest at 4½ per cent on funds provided for the purchase of stores required for the maintenance and working of the combined undertaking) are divided, in the ratio of the gross earnings of each, between the British and Native State sections. Maintenance charges are the actual expenditure on each section for *direct* charges; and for *joint* charges such as the salary, allowances and other expenses of the Chief Engineer, the proportion due in the ratio of the gross earnings. In addition to the working expenses mentioned above, the Government pay to the Jodhpur and Bikaner Durbars in each half-year for the provision of rolling-stock a sum equal to 5 per cent of the share of the cost of the whole of the joint-stock of the system which is attributable to the Jodhpur-Hyderabad railway—the book value of the stock being divided between the several sections of the system in proportion to the gross earnings of each for the period, for the purpose of determining the amount on which the percentage shall be made. The charge for the stock which cannot be considered as joint (*i.e.*, the stock which does not ply on each section nor is profit earning) shall be 5 per cent on the cost divided between the sections using it in proportion to the mileage on which it runs on each section.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

20 (*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contracts—*concld.*

(iv) *Distribution of profits.*—After payment of the working expenses indicated under (iii), the balance of the gross earnings, if any, is paid to the British Government.

(v) *Rates and fares.*—Certain maxima and minima have been fixed, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed on the same conditions and at the same rates as may be in force from time to time on other railways of the same gauge belonging to the Government of India.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbars to surrender agreement.*—
(ix) *Term of agreement.*—

} The agreement is terminable, only on the 1st January or the 1st July in any year, on 12 months' notice given by either party to the other.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1902 . .	123·98	40,45,972	5,04,008	2,18,814	5·41	1,59,771	+59,043	·78	56·59
1903 . .	123·98	40,45,338	5,84,094	2,62,379	6·49	1,60,179	+1,02,200	91	55·08
1904 . .	123·98	39,58,081	6,48,728	3,45,007	8·72	1,54,846	+1,90,161	101	46·82
1905 . .	123·98	39,67,948	7,23,989	3,69,002	9·30	1,58,622	+2,10,380	112	49·08
1906 . .	123·98	40,70,635	8,91,456	5,11,938	12·58	1,57,778	+3,54,160	138	42·57
1907 . .	123·98	40,23,073	8,05,017	3,57,918	8·90	1,21,968	+2,35,950	125	55·34
1908 . .	123·98	42,81,148	7,59,479	3,34,028	7·80	1,49,807	+1,84,221	118	56·02
1909 . .	123·98	42,93,099	8,19,444	2,69,834	6·28	1,41,400	+1,28,434	127	67·10
1910 . .	123·98	42,32,763	9,00,091	3,80,517	8·99	1,42,724	+2,37,793	140	57·72
1911 . .	123·98	42,01,757	12,02,852	6,94,934	16·54	1,42,970	+5,51,964	187	42·23
1912 . .	123·98	42,19,491	13,56,633	6,84,233	16·22	1,46,742	+5,37,490	210	49·45
1st qr. of 1913 .	123·98	42,42,650	3,23,858	1,99,608	4·70	40,484	+1,59,124	201	38·37
1913-14 .	123·98	43,71,962	13,02,806	6,30,706	14·43	1,45,927	+4,84,779	202	51·59
1914-15 .	123·98	44,21,305	9,81,834	3,64,426	8·24	1,53,847	+2,10,579	153	62·38

20 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)—

Date of registration of the Company.—14th February 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jamrao Junction to Jhudo	18-4-09	50·43	50·43

Details of construction—

Permanent-way.—The permanent-way consists of about 33 miles of 36-lb. and about 17 miles of 41¼-lb. flat-footed steel rails laid on deodar sleepers.
Ballast.—The line is not ballasted.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 1,206 feet radius.
Gradients.—The ruling gradient is 1 in 150.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$ **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

20 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)—*contd.*

Agreement and contracts—

Agreement, dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories) of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911 *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other, agency), of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Contract, dated the 9th June 1913, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction of the Mirpur Khas-Khadro railway and its maintenance, management and working as a part of the Mirpur Khas-Jhudo railway.

Contract, dated the 5th December 1913, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the maintenance, management and working, by the agency of the Jodhpur-Bikaner Railway Administration, of the Mirpur Khas-Khadro railway as an integral part of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts.—

(i) *Land.*—Provided by the Government free of cost to the Company, except that the bank constructed by the Jamrao Canal Department, parallel to and alongside the Jamrao Canal, upon which the railway runs for a distance of about 16 miles, remains the property of the Canal Department, subject to the right of the Company to have the said railway running thereon and other provisions relating to the canal and bridges thereover, etc.

(ii) *Government aid.*—The railway is the property of the Sind Light Railways, Limited, at whose cost it was constructed by the Administration of the Jodhpur-Bikaner railway, who manage, maintain stock and work it, under agreement with the Government, in conjunction with and as part of the British section of the Jodhpur-Hyderabad railway.

(iii) *Terms of working.—*
(iv) *Distribution of profits.—* As between the Government and the Sind Light Railways, Limited, the Government undertake the management, maintenance, provision of rolling-stock and working, through State, or other, agency (that at present employed being the Administration of the Jodhpur-Bikaner railway), for 40 per cent of the gross earnings of the Mirpur Khas-Jhudo railway; the remainder, being the net earnings of the branch, is paid by the working agency to the Company.

As between the Government and the Administration of the Jodhpur-Bikaner railway, the Company's line is managed, maintained, stocked and worked by the Jodhpur-Bikaner Railway Administration in conjunction with, and as if it had originally been a part of, the British section of the Jodhpur-Hyderabad railway, and were subject to the provisions of the agreement of the 22nd December 1900 so far as they are not inconsistent with the contract of 1911 between the Government and the Company; *provided that the difference* (if any) between the following sums, *viz.*:—

(*a*) the proportion (*viz.*, 60 per cent) of the gross earnings of the Mirpur Khas-Jhudo railway in each half-year payable, under the combined effect of the contracts of 13th July 1911 and 16th September 1912, by the working agency to the Company, and

(*b*) the sum which would have been payable to the Government as the excess of the gross earnings, over working expenses, of the Mirpur Khas-Jhudo railway in terms of the agreement of the 22nd December 1900, if that railway had been originally subject thereto as part of the British section of the Jodhpur-Hyderabad railway and if the gross earnings thereof, ascertained by separate accounts, had been treated as separate from those of the other portion of the Jodhpur-Hyderabad railway so as to bear its own share of working expenses under that agreement in the same half-year,

is adjusted by payment of such difference by the Government to the Jodhpur-Bikaner Railway Administration or *vice versâ*, as the case may be, according as the sum payable by the Railway Administration to the Company is greater or less than that which would have been payable by the Railway Administration to the Government as stated under (*b*) above.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

20 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contracts—*concld.*

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As noted under 20 (*c*), Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—Government may determine the contract by "Notice of purchase" either on the 31st December 1928, or on the 31st December in the last year in any subsequent period of ten years, on giving twelve months' notice.

On the termination of the contract Government takes possession of the railway and all its appurtenances on the payment to the Company of a sum equal to 25 times the amount of the average net earnings of the railway during the three years immediately preceding the date of that event provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1909 . . .	50·43	7,37,231	43,535	26,121	3·54	25	40·00
1910 . . .	50·43	7,20,900	93,463	59,078	8·20	38	40·00
1911 . . .	50·43	7,20,329	96,228	57,737	8·02	37	40·00
1912 . . .	50·43	7,22,627	1,16,670	70,002	9·69	44	40·00
1st qr. of 1913 .	50·43	7,22,771	48,383	29,030	4·02	74	40·00
1913-14 . . .	50·43	7,24,396	1,40,184	84,110	11·61	53	40·00
1914-15 . . .	50·43	7,24,396	1,24,013	80,408	11·10	51	40·00

20 (*e*) Mirpur Khas-Khadro railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mirpur Khas to Khadro	1-1-12	49·50	49·50

Details of construction—

Permanent-way.—The line is laid with 60-lb. iron rails for 9 miles and 86-lb. flat-footed steel rails for 40½ miles. The sleepers used are deodar throughout.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 995 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 9th June 1913, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction of the Mirpur Khas-Khadro railway and its maintenance, management and working as a part of the Mirpur Khas-Jhudo railway.

Dated the 5th December 1913, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the maintenance, management and working, by the agency of the Jodhpur-Bikaner Railway Administration, of the Mirpur Khas-Khadro railway as an integral part of the Mirpur Khas-Jhudo railway.

Main Provisions of contracts—

The same as noted under 19(*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge) except as follows:—

(*e*) *Power of the Government to determine contract.*—Government may determine the contract by 'notice of purchase' either on the 31st December in the twenty-first year after the opening of the line for traffic, or on the 31st December in the last year of any subsequent period of 10 years, paying

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*concld.*

20 (*e*) Mirpur Khas-Khadro railway (3′ 3⅜″)—*concld.*

Main provisions of contracts—*concld.*

to the Company 25 times the amount of the average yearly net earnings of the railway during the 3 years immediately preceding the purchase, provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

Government may also determine the contract and purchase the railway in the following events :—

(*a*) If it is considered desirable that the gauge of the railway should be altered ;

(*b*) If it is considered desirable to convert the railway into a line of through communication ; and

(*c*) If it is considered desirable to extend the line (without altering the gauge or making the railway part of a through route) and the Company is unable or unwilling to supply the necessary capital for the purpose ;

on payment to the company 25 times the average net earnings during the 3 years preceding the purchase or 115 per cent of the capital expenditure whichever shall be the greater, but if the purchase occurs within less than 3 years from the opening of the line the price shall be 115 per cent of the capital expenditure.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of pet earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912 . . .	49·50	8,24,749	60,432	36,259	4·40	23	40·00
1st qr. of 1913 .	49·50	8,22,116	26,941	16,165	1·97	42	40·00
1913-14 . . .	49·50	8,23,222	83,334	50,000	6·08	32	40·00
1914-15 . . .	49·50	8,22,603	69,806	41,884	5·09	27	40·00

20 (*f*) Pipar-Bilara Light railway (2′ 0″ gauge)—

The line was constructed originally as a steam tramway, to which the provisions of the Indian Railways Act were applied on the 6th July 1912.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pipar Road to Bhavi	25-11-10	19·00	
Bhavi to Bilara	1-3-12	6·25	
TOTAL . .	...	...	25·25

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 478 feet.

Gradients.—The ruling gradient is 1 in 600—except in the sections from mile 6·38 to mile 6·76 and from mile 7 to mile 7·53, where the gradient is 1 in 100 in cuttings.

Agreement—

Nil.—The line was constructed and is owned by the Jodhpur Durbar by whom it was worked up to the 3rd February 1913. From the 4th February 1913, the working was taken over by the Jodhpur-Bikaner Railway Administration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1910 . .	19·00	1,95,767	1,732	632	0·32	17	63·51
1911 . .	19·00	2,51,535	15,996	5,246	2·08	16	67·20
1912 . .	25·00	2,74,257	22,992	5,509	2·00	18	76·03
1st qr. of 1913	25·00	2,74,986	5,962	2,159	0·79	18	63·78
1913-14 . .	25·25	2,76,987	26,156	1,823	0·48	20	94·94
1914-15 . .	25·25	2,79,837	25,187	9,402	3·36	19	62·67

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 21 / Sub-head (*a*) **JUNAGAD STATE RAILWAY** (3′ 3⅜″ gauge)—

This line was constructed by Government agency for the Native State of Junagad (after which it is named). It was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working, as one undertaking, the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Jetalsar to Junagad	1-9-88	16·00		
Junagad to Veraval Docks	1-2-89	51·30		
			67·30	
Branches—				
Kutiyana branch—				
Shapur to Manavadar	15-2-10	15·86		
Manavadar to Bantva	25-12-10	3·45		
			19·31	
Visavadar branch—				
Junagad to Bilkha	20-5-12	13·64		
Bilkha to Visavadar	15-2-13	12·92		
			26·56	
Dungarpur quarry line	10-12-12	0·73		
			0·73	
Total open mileage	...	...	...	113·90
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Bantva to Kutiyana (sanctioned on 15th April 1914)	...	11·17	11·17	11·17
GRAND TOTAL	...	...	...	125·07

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the approach to Sorath Vanthli station on the Kutiyana branch where it is 1 in 100.

Agreement—

Nil.—The line is owned and worked by the State of Junagad.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	88·96	48,05,266	4,45,926	2,06,461	4·30	96	53·70
1912	100·50	55,92,589	5,33,085	2,65,510	4·75	102	50·19
1st qr. of 1913.	113·42	57,12,741	1,62,434	84,436	1·48	110	48·02
1913-14	113·42	60,44,328	6,18,701	2,97,380	4·92	105	51·93
1914-15	113·90	62,46,354	6,21,293	2,92,413	4·68	105	52·93

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 22}{\text{Sub-head } (a)}$. **MORVI RAILWAY** (3′ 3⅜″ and 2′·6″ gauges)—

The whole line was originally on the 2′ 6″ gauge. In 1905 the length between Wadhwan and Rajkot was converted to the 3′ 3⅜″ gauge—from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi was retained on the 2′ 6″ gauge.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
3′ 3⅜″ gauge—				
Wadhwan to Rajkot Junction	4-3-05	73·94	73·94	
2′ 6″ gauge—				
Vankaner to Morvi	24-3-87	15·70		
Quarry branch	23-12-05	3·19	18·89	
Total	...	...	...	92·83

Details of construction—

Permanent-way.—The permanent-way on the 3′ 3⅜″ gauge section consists of 41¼-lb. flat-footed steel rails on half-round teak sleepers; and that on the 2′ 6″ gauge section of 29-lb. flat-footed steel rails on steel trough and creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated trap).

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3′ 3⅜″ gauge is of 950 feet radius; and that on the 2′ 6″ gauge is of 500 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is about 1 in 200 with a 1 in 150 banking section.

Contract—

Nil.—The line was constructed by His Highness the Thakore Sahib of Morvi, at his own expense, and is maintained and worked by him.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	29·64	43,90,817	3,33,640	1,74,476	3·97	69	46·09
1906	94·64	44,90,459	3,07,560	1,59,584	3·55	62	48·11
1907	94·64	45,73,551	4,11,791	2,55,762	5·59	84	37·89
1908	92·83	46,42,725	5,08,263	2,92,464	6·08	105	44·43
1909	92·83	47,95,497	4,71,830	2,12,900	4·44	98	54·88
1910	92·83	49,91,020	5,29,105	2,96,286	5·94	109	44·00
1911	92·83	49,91,298	6,86,062	4,22,520	8·47	139	38·57
1912	92·83	51,21,785	7,24,917	4,54,377	8·87	150	37·32
1st qr. of 1913.	92·83	51,14,001	1,90,849	1,40,141	2·74	158	26·57
1913-14	92·83	52,11,157	7,76,902	5,03,049	9·65	161	35·25
1914-15	92·83	52,83,719	7,66,981	4,86,346	9·24	159	36·59

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 23}}{\text{Sub-head (a)}}$. **MYSORE-ARSIKERE RAILWAY** (3′ 3⅜″ gauge)—

The construction of this line by the Mysore Durbar was sanctioned by the Government of India in the Foreign Department, in their letter No. 3474 I.B., dated the 29th October 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Arsikere (sanctioned on 29th October 1913)	....	106·50	106·50

Number $\frac{\text{Main head 24}}{\text{Sub-head (a)}}$. **OKHAMANDAL RAILWAY** (3′ 3⅜″ gauge)—

Sanction to the construction of this line by the Baroda Durbar was conveyed in Railway Board's Notification No. 156, dated the 5th June 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kuranga to Arthara (sanctioned on 5th June 1913)	....	37·02	37·02

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix

Number $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (c)}}$ **ROHILKUND AND KUMAON RAILWAY SYSTEM—**

Chairman.—Alexander Izat, Esq., C.I.E.
Secretary.—E. A. Neville, Esq.
Offices.—237, Gresham House, Old Broad Street, London, E.C.
Date of registration of the Company.—6th October 1882.

Lines comprised in the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)	256·32	2·56	258·88
(*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)	312·51	...	312·51
(*c*) Powayan Light railway (2′ 6″ gauge)	39·50	...	39·50
Total	608·33	2·56	610·89

Running powers—

Home line over foreign line:—
Over Ramganga bridge, between Bareilly and Basharatganj, Oudh and Rohilkhand railway. } for passenger and goods trains. 0·52
Over Ramganga bridge, between Dalpatpur and Moradabad, Oudh and Rohilkhand railway. } 0·40
0·92

Foreign line over home line:—
Bengal and North-Western railway, Daliganj to Aishbagh, for passenger and goods trains . . . 3·40

24 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Bhojeepura to Kathgodam	12-10-84	53·92		
Extensions—			53·92	
Kasganj extension—				
Bareilly to Soron	29-1-06	54·95		
Soron to Kasganj	4-1-85	9·00		
			63·95	
Ramnagar extension—				
Moradabad to Got	10-5-08	4·19		
Got to Ramnagar	11-1-08	44·00		
			48·19	
Kashipur extension—				
Lalkua to Kashipur	11-1-08	36·00		
			36·00	
Shahjahanpur extension—				
Pilibhit to Bisalpur	24-2-11	23·14		
Bisalpur to Carewganj	13-1-12	31·12		
			54·26	
TOTAL OPEN MILEAGE	...	...	...	256·32
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.—				
Shahbaznagar to Shahjahanpur (sanctioned on 17th June 1909)	...	2·56		
			2·56	2·56
GRAND TOTAL	...	...	...	258·88

Details of construction—

Permanent-way.—The permanent-way consists of 41¼ and 50-lb. steel rails on sâl, Australian and deodar sleepers. The lines from Lalkua to Ramnagar, Moradabad to Kashipur and Pilibhit to Carewganj are laid with 41¼-lb. steel rails on sâl and deodar sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 716 feet.

Gradients.—The ruling gradient between Bhojeepura and Kathgodam is 1 in 280, except near the hills where it is 1 in 70; between Bareilly and Kasganj, 1 in 400; between Moradabad and Ramnagar, 1 in 400, except near the hills where it is 1 in 125; between Lalkua and Kashipur, 1 in 200, except for a short distance near Lalkua where it is 1 in 100; and between Pilibhit and Carewganj, 1 in 400.

Contracts—

Dated the 12th October 1882 (called the original contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the construction, maintenance, management and working of the railway from Bhojeepura to Kathgodam.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

24 (a) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 8th September 1890 (called the principal contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the working of the Company's line and the construction, maintenance, management and working of certain State lines.

Dated the 31st December 1892 (supplemental to the contract of 1890 and called the captital advance contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, for the advance of capital for the State line and as to debentures.

Dated the 5th February 1901 (supplemental to the contracts of 1882, 1890 and 1892), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, prolonging and continuing the contract of 1890, subject to certain modifications thereof and of the contracts of 1882 and 1892.

Dated the 24th April 1903 (supplemental to the contracts of 1882 and 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 15th July 1904 (supplemental to the contracts of 1882, 1890, 1901 and 1903), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the construction, maintenance, management and working of certain Branch railways and the purchase of existing Branch lines.

Dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure on the Powayan Steam Tramway, and the acquisition by the Company of interests in that Tramway, and other matters.

Dated the 24th March 1909 (supplemental to and in modification of the contracts of 1882, 1890, 1892, 1901, 1903, 1904 and 1906), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the raising of capital for the purposes both of the Company's lines and of the Lucknow-Bareilly railway, and for the construction, maintenance, management and working of the Pilibhit-Barmdeo railway extensions of the Dudhwa branch with a permanent bridge over the Sarda river, and the Pilibhit-Shahjahanpur railway.

Dated the 3rd July 1914 (supplemental to the contracts of 1882, 1890, 1892, 1901, 1903, 1904, 1906 and 1909), *between the Secretary of State and the Rohilkund and Kamaon Railway Company*, as to the adoption of the Government financial year for the preparation of the accounts.

Main provisions of contracts.—

(i) *Land.*—Land for the Company's railway constructed in pursuance of the original contract was provided by the Government free of cost to the Company, subject to the condition that the Company pays, on demand, to Government the cost price of land purchased by Government for the purposes of the Company's railway. Land for the railway from Gola Gokaran Nath to Pilibhit, and for all the other State lines provided by the Government after the 1st January 1891, is charged to capital subsequent to the date of the principal contract. Land for Branch railways, and Branch line works is provided free, except and excluding land required for quarrying, ballast, brickfields or kindred purposes.

(ii) *Government aid.*—Government guaranteed interest at 4 per cent per annum in sterling on the capital up to £200,000 expended on the *Company's* original railway until its opening throughout for public traffic but for no longer than and including 1st January 1885; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on the 31st December 1894.

In the case of the *Lucknow-Bareilly* railway the Government guarantee the principal and interest in respect of debentures for the nominal amount of £147,000 issued by the Company in order to raise the sum of £160,000 (the sum actually realised being £160,887).

[NOTE.—Of these, debentures for £40,000 were paid off from advances by the Secretary of State in England on 1st July 1911].

The Company reimburses the Government any amount by which the interest payable under the guarantee may exceed Rs. 96,000 in any one year.

All sums advanced by the Government after the 31st December 1900 bear interest at the rate of 3½ per cent per annum.

(iii) *Terms of working.*—The Lucknow-Bareilly railway is worked in conjunction with the Company's own line, a joint account of working expenses being kept. Joint working expenses account includes—

(1) any item of capital expenditure not exceeding Rs. 1,000 classed as "minor work" subject to a maximum charge on such account of Rs. 15 per mile of railway open per half-year, and

(2) a payment to Government of Rs. 20 per mile of railway open to traffic per half-year for audit and supervision.

The joint working expenses of the open system are divided between—

(*a*) the Company's original line and "the Additional Main Line Works,"

(*b*) the Lucknow-Bareilly railway and "the State Line Works" and

(*c*) "the Branch Railways" and "the Branch Line Works"

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

24 (*a*) Rohilkund and Kumaon railway (3′ 3½″ gauge)—*contd.*

Main provisions of contracts—*contd.*

in proportion to the respective gross earnings of those three classes.

(iv) *Distribution of profits.*—The earnings of the Company's original line and "the Additional Main Line Works," after payment of all working expenses, are applied in the following order :—

(*a*) in payment of contribution to Provident Fund contingent on net earnings,

(*b*) in payment of interest on the Company's Main Line Stock (being part of the Joint Debenture Stock),

(*c*) in payment of interest on borrowed capital, and

(*d*) in payment of interest at 6 per cent per annum on the *bonâ fide* paid up share capital of the Company.

The surplus is divided equally between the Government and the Company.

The net earnings of "the Branch Railways" and of "the Branch Line Works" belong absolutely to the Company, without any right of the Secretary of State to participate therein, subject only to the payment thereout of contribution to Provident Fund contingent on net earnings and interest on the Company's Branch Line Stock (being part of the Joint Debenture Stock).

The net earnings of the Lucknow-Bareilly railway and "the State Works", *i.e.*, of the undertaking, are applied in the following order :—

(*a*) In payment of contribution to Provident Fund contingent on net earnings,

(*b*) in payment of the interest at 4 per cent per annum on the State Stock (being part of the Joint Debenture Stock), except interest on such portion of the State Stock as may for the time being be appropriated for lines under construction, which latter is charged to capital till the close of the half-year next after the opening of lines to traffic,

(*c*) in payment of the interest on the debentures of £147,000 issued by the Company in 1890 and of interest at 4 per cent per annum on any further capital supplied by the Company or advanced by the Government for the purposes of the undertaking (3¼ per cent per annum on Government advances subsequent to the 31st December 1900),

(*d*) in payment to the Government of interest at 4 per cent per annum on the value at cost price of the railways, rolling-stock, plant, machinery and land handed over to or retained by the Company on the 1st January 1891 (standing to debit of Part I of the Capital Account), and

(*e*) the residue is divided between the Government and the Company in the ratio of their respective shares of capital in the undertaking.

[*Note 1.*—The State Stock (part of Joint Debenture Stock), excluding and except so much of it as is appropriated for the construction of the Pilibhit-Barmdeo railway, does not participate in profits either as Government capital or as Company's capital.]

[*Note 2.*—The amount advanced by the Secretary of State to pay off debentures for £40,000 (part of £147,000 *vide* (ii) above and note in connection therewith) does not affect the capital of either the Secretary of State or the Company for the purposes of division of surplus profits of the Lucknow-Bareilly railway.]

(v) *Rates and fares*—

Maxima :— Company's lines :—

Passengers :—	*Goods* :—
1st class, 3 annas per mile. Lower class, 4½ pies per mile.	Edible grains, ½rd pie per maund per mile. Other goods, 2 pies per maund per mile.
Luggage, 2 pies per maund per mile.	Parcels and live-stock at rates not exceeding 50 per cent over rates on the East Indian railway.
	On the Branch railways food grains and salt are to be carried at rates, not less than the minimum for goods, as the Government may fix; and fuel for distances exceeding 100 miles on the Branch railways, or on any part thereof together with any part of the other railways belonging to or worked by the Company at a rate not exceeding ⅛th pie per maund per mile.

Lucknow-Bareilly railway and branches :—

The Government to authorise, from time to time, maximum and minimum rates, and to prescribe the classification of passengers and goods, as well as the extent to which, within the maxima and minima, the Company varies such rates.

For traffic between the joint line (Bareilly-Bhojeepura) and the Company's own line, the rates in force on the latter may be levied, except in the case of food grains and salt, and of fuel carried

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

24 (a) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

for distances exceeding 100 miles; for the former the rates will not be less than the minimum for goods fixed by Government, and for the latter the rates will not exceed ⅛th pie per maund per mile.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails.—On the Company's original line, to be conveyed on payment of Rs. 5,000 half-yearly.
On the extensions of the Company's original line (Additional Main Line Works), the Company is to receive a reasonable remuneration in lieu of the sum of Rs. 5,000 above noted.
On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*b*) Troops, police, high Government officials and Government stores.—

On the Company's lines, at the ordinary tariff rates charged to the public.
On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*c*) Government bullion and coin, and the persons in charge thereof.—

On the Company's lines at special rates to be from time to time agreed upon between the Government and the Company.
On the Lucknow-Bareilly railway and branches, at special rates to be approved by the Government.

(vii) *Power of the Government to determine contract.*—

Contract of 1882: The Government may terminate the contract at the end of the 50th year, *i.e.*, on the 31st December 1932, by giving 12 months' notice. If the contract terminate by such notice, or by the efflux of time, the Government are to pay to the Company 25 times the average net earnings, less the Government share of surplus profits, during the 5 years immediately preceding either the date of the termination or (at the option of the Government) the 31st December 1912.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove its property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1890: If the original contract with the Company, dated the 12th October 1882, terminate for any reason, then the contract for the working of the Lucknow-Bareilly railway *ipso facto* terminates at the same time. The Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year, by giving 12 months' notice. The Government may also determine the contract on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations.

On the determination of the contract the Government will resume possession of the State railway, and at their option will either repay the capital that has been received from the Company for the purposes of the undertaking, or will take over the liability of the Company in respect of such capital. If the capital is repaid, the payment may, at the option of the Government, be made either in England or in India.

Contract of 1904: If the original contract with the Company, dated the 12th October 1882, terminate either by "Notice of Purchase" or by the efflux of time, then the contract of 1904 terminates at the same time, in which case the Government are to pay to the Company 25 times the average net earnings of the Lalkua-Kashipur-Moradabad-Ramnagar branches during the 5 years immediately preceding the termination, provided such sum does not exceed by more than 20 per cent, nor be less than, the capital expenditure on those railways.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove its property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1909: By clause 18 of the contract of the 24th March 1909, if either the contract of 1890 be determined from any cause or that of 1909 be determined by "Notice of Purchase" as far as each relates to "the State lines", but not further or otherwise, then the other of the two contracts *ipso facto* terminates at the same time.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-heads } (a) \text{ to } (c)}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

24 (*a*) **Rohilkund and Kumaon railway** (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

By clause 19 of the contract of the 24th March 1909, that contract so far as relates to "the Scheduled Company's Works" (the Pilibhit-Shahjahanpur line), in common with the contract of 1904, terminates *ipso facto* with the determination by "Notice of Purchase" of the Company's original contract of the 12th October 1882, the Government, however, only having the power to purchase "the Company's original line", "the Branch railways" and "the Scheduled Company's Works" collectively, not any of them separately from the other or others of them.

By clause 20 of the contract of the 24th March 1909—

(*a*) the contract of 1909 so far as it relates to "the Additional Main Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the Company's original contract of the 12th October 1882,

(*b*) the contract of 1909 so far as it relates to "the Branch Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the contract of 1904, except as noted above against clauses 18 and 20 of the contract of 1909 and also except as provided for in clause 77 of the contract of 1890, the several powers of the Government to determine by "Notice of Determination" the contracts respectively of 1882, 1890 and 1904, and also that of 1909 so far as they relate to "the State Line Works" to "the Additional Main Line Works" and to "the Branch Line Works", remain separate and unaffected, and are exercisable as to any one or parts thereof independently and without prejudice as to the continuance of the others or parts thereof, in the event of the Company failing to observe its obligations contained in the contract or part of the contract which it is sought to determine: provided that the powers of the Government to determine, by "Notice of Determination", the contract of 1909 so far as it relates to "the Additional Main Line Works" and to "the Branch Line Works" are exercisable separately in respect of any line or branch forming an independent part of such works, if the Company fail to observe its obligations in regard thereto.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Those of 1882, 1904 and 1909, up to the 31st December 1981; that of 1890, up to the 31st December 1932.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	Rs.	Rs.		Rs.		
1884	55·00	19,40,266	96,543	1,733	0·09	51	95·26	Net earnings from 1885 to 1894 include an annual subsidy of Rs. 40,000.
1885	55·00	21,71,124	2,88,572	80,153	3·69	68	68·40	
1886	55·00	22,52,962	3,00,191	1,23,832	5·50	86	58·75	
1887	55·00	22,91,619	3,19,274	1,16,800	5·10	92	63·42	
1888	55·00	23,40,100	3,34,092	1,42,120	6·07	96	57·46	
1889	55·00	23,96,624	3,72,270	1,60,135	6·68	107	56·98	
1890	55·00	24,17,052	3,14,884	1,51,003	6·25	90	52·04	
1891	53·92	20,49,458	3,85,084	1,60,081	7·81	112	58·43	
1892	53·92	20,58,575	4,33,648	1,97,780	9·61	127	54·39	
1893	53·92	20,82,280	4,25,909	1,83,180	8·80	124	56·99	
1894	53·92	20,80,440	4,59,313	2,15,191	10·34	134	53·15	
1895	53·92	20,78,251	4,04,504	1,52,209	7·32	118	62·37	
1896	53·92	20,79,863	4,26,905	1,53,821	7·40	125	63·96	
1897	53·92	21,20,428	4,23,720	1,72,319	8·13	124	59·83	
1898	53·92	21,42,552	4,62,308	2,20,785	10·30	135	52·24	
1899	53·92	21,48,313	4,65,623	2,34,020	10·89	136	49·74	
1900	53·92	21,33,125	4,37,572	2,28,048	10·59	128	47·88	
1901	53·92	22,09,423	3,84,314	2,09,896	9·50	112	45·38	
1902	53·92	23,36,911	4,10,626	2,18,317	9·34	120	46·83	
1903	53·92	25,39,790	4,18,147	2,20,405	8·51	121	46·65	
1904	53·92	43,55,575	4,18,787	2,24,403	5·15	122	46·41	
1905	53·92	93,34,589	4,40,664	1,54,126	1·65	129	65·02	The decrease in net earnings in 1905 is due to the heavy outlay on relaying the main line.
1906	117·87	1,16,53,319	8,03,607	3,65,161	3·13	124	54·56	
1907	117·87	1,28,55,065	10,67,928	5,69,506	4·43	188	46·67	
1908	203·35	1,35,79,271	11,44,078	5,50,193	4·05	102	51·91	
1909	202·06	1,36,93,877	12,70,929	6,26,391	4·57	121	50·71	
1910	202·06	1,52,28,920	13,46,150	7,62,425	5·00	138	43·36	
1911	225·20	1,59,24,548	14,73,586	7,99,809	5·02	128	45·72	
1912	256·32	1,62,89,858	18,99,670	11,51,734	7·07	144	39·37	
1st qr. of 1913	256·32	1,63,05,789	4,88,833	2,99,341	1·84	37	38·76	
1913-14	256·32	1,67,73,684	18,84,583	10,57,658	6·30	141	43·86	
1914-15	256·32	1,69,38,847	15,58,479	7,39,623	4·37	117	52·54	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

25 (*b*) Lucknow-Bareilly railway (3' 3⅜" gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Lucknow to Sitapur	15-11-86	55·00		
Sitapur to Lakhimpur	15-4-87	28·50		
Lakhimpur to Gola Gokaran Nath	15-12-87	21·50		
Gola Gokaran Nath to Pilibhit	1-4-91	57·55		
Pilibhit to Bhojeepura	15-11-84	24·00		
Bhojeepura to Bareilly	12-10-84	12·00		
			198·55	
Branches and extensions—				
Bareilly train siding	1-4-94	1·75		
			1·75	
Kauriálaghat extension—				
Mailani to Sarda	1-1-93			
Sarda to Sohela	10-3-93	30·78		
Sohela to Sonaripur	18-3-94			
Sonaripur to Kauriálaghat	2-1-11	20·62		
			51·40	
Chandan Choki extension—				
Dudhwa to Chandan Choki	4-4-03	7·57		
			7·57	
Gauri Phanta extension—				
Dudhwa to Gauri Phanta	15-4-14	14·49		
			14·49	
Barmdeo extension—				
Pilibhit to Barmdeo	15-5-12	38·75		
			38·75	
GRAND TOTAL	...	...	...	312·51

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. and 50-lb. steel rails on sál sleepers.

Ballast.—The ballast consists of broken brick, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient between Lucknow and Bareilly is 1 in 500, except near Lucknow and Bareilly, where it is 1 in 200; between Mailani and Kauriálaghat, 1 in 400 and between Dudhwa and Chandan Choki, 1 in 100.

Contracts—
Main provisions of contracts— As noted under 24 (*a*), Rohilkund and Kumaon railway (3' 3⅜" gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 25 / Sub-heads (*a*) to (*c*). **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

25 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	198·38	79,17,546	4,95,068	1,72,145	2·17	2,72,055	...	—99,910	56	65·23
1892	198·33	81,66,804	6,82,836	2,74,691	3·36	3,07,651	10,636	—43,686	66	59·79
1893	222·05	83,89,362	7,28,873	2,73,541	3·26	3,26,776	3,495	—56,724	67	62·47
1894	231·17	85,98,158	9,72,269	3,94,240	4·59	3,45,823	24,180	+24,737	88	59·45
1895	231·17	87,22,466	8,25,934	3,13,116	3·59	3,56,596	15,884	—59,314	74	62·09
1896	231·17	89,63,620	8,27,599	3,02,071	3·37	3,48,885	13,415	—60,229	75	63·50
1897	231·17	93,02,715	8,27,371	3,35,776	3·61	3,61,550	11,570	—37,344	75	59·42
1898	231·17	94,90,476	10,34,088	5,06,200	5·27	3,64,852	68,058	+67,290	94	51·63
1899	231·17	94,97,485	12,72,160	6,33,355	6·67	3,65,537	1,25,640	+ 1,42,178	114	50·21
1900	234·17	99,21,432	12,53,801	6,51,957	6·57	3,73,097	1,34,915	+ 1,43,945	107	48·00
1901	231·17	1,01,83,243	13,72,520	7,58,124	7·44	3,91,796	75,769	+ 2,90,559	123	44·76
1902	231·17	1,12,96,019	14,53,929	7,69,568	6·81	4,23,528	67,704	+ 2,76,346	132	47·05
1903	237·04	1,15,01,911	14,91,266	7,48,689	6·51	4,53,835	53,222	+ 2,41,612	126	46·35
1904	237·04	1,17,14,505	14,96,120	7,97,671	6·81	4,48,348	61,426	+ 2,87,917	133	46·68
1905	237·04	1,17,99,857	15,47,488	8,20,992	6·96	4,50,448	65,048	+ 3,05,496	138	46·95
1906	237·04	1,20,09,658	16,55,250	8 36,782	6·97	4,57,588	65,252	+ 3,13,942	148	49·46
1907	237·04	1,24,59,395	16,97 182	9,07,863	7·29	4,18,611	73,229	+ 4,16,023	150	46·51
1908	237·04	1,27,50,545	16,15,542	7,80,747	6·12	4,50,365	48,511	+ 2,81,871	131	51·67
1909	237·04	1,43,82,316	17,17,491	7,84,749	5·46	4,11,131	44,700	+ 3,28,918	139	54·31
1910	237·04	1,60,60,757	18,25,185	10,15,746	6·32	4,75,558	80,364	+ 4,59,824	148	44·35
1911	257·57	1,72,02,079	19,40,488	10,41,604	6·07	5,07,263	74,720	+ 4,62,631	152	46·17
1912	296·32	1,83,58,912	22,67,946	13,67,532	7·45	5,66,069	1,21,038	+ 6,80,430	157	39·70
1st qr. of 1913	296·32	1,87,59,973	6,65,878	4,06,008	2·16	1,65,812	32,297	+ 2,07,899	42	39·03
1913-14	298·02	1,91,90,007	22,50,319	12,15,837	6·49	6,84,031	74,936	+ 4,86,870	148	44·64
1914-15	312·51	2,02,30,297	19,40,856	8,71,923	4·35	7,07,593	19,655	+ 1,52,675	119	54·66

25 (*c*) Powayan Light railway (2′ 6″ gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Date of registration of the Company.—22nd April 1887.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shahjahanpur to Powayan	17-6-90	17·00	
Powayan to Khotar	19-5-91	14·00	
Khotar to Mailani	22-12-94	8·50	
TOTAL	...	...	39·50

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 24-lb. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at Shahjahanpur station.

Curves.—There are no curves with a radius of less than 300 feet.

Gradients.—The line is not graded.

Local Government orders and contracts—

Powayan Steam Tramway Company Order, 1889, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 1808 W.R., dated the 18th December 1889, authorising the construction of a steam tramway from Shahjahanpur railway station on the Oudh and Rohilkhand railway to Khotar.

"Further Order" of the Powayan Steam Tramway Company, 1894, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 148—17-W. R., dated the 23rd April 1904, authorising the construction of an extension of the Powayan Steam tramway from Khotar to Mailani railway station on the Lucknow-Bareilly railway.

Contract, dated the 1st July 1901 (called the Tramway Company's contract), *between the Secretary of State and the Powayan Steam Tramway Company*, as to handing over to the Secretary of State, or to the Working Agency appointed by him, the Tramway for maintenance, management and working.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*concld.***

25 (*c*) Powayan Light railway (2′ 6″ gauge)—*concld.*

Local Government orders and contracts—*concld.*

Contract, dated the 6th November 1902 (supplemental to the contracts of 1882, 1890, 1892 and 1901, noted under 24 (*a*), Rohilkund and Kumaon railway), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the maintenance, management and working of the Powayan Steam Tramway.

Contract, dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure, and acquisition by the Railway Company of interest in the Powayan Steam Tramway Company.

Contract, dated the 16th January 1912 (supplemental, or to be read as an annexure, to the contract of 1901), *between the Secretary of State and the Powayan Steam Tramway Company*, as to certain alterations and modifications in the provisions of clauses 2 and 18 of the contract of 1901 in regard to its determination.

Contract, dated the 17th May 1914 (supplemental, or to be read as an annexure to the contracts of 1901, 1902 and 1912), *between the Secretary of State of the first part, the Powayan Steam Tramway Company of the second part and the Rohilkund and Kumaon Railway Company of the third part*, modifying the terms of the working agency agreement of 1st July 1901 as to half-yearly dates for making up the accounts.

Main provisions of Local Government orders and contracts—

(i) *Land.*—Provided at the cost of the Company, other than the portion of the provincial road which the Company is authorised to use.

(ii) *Government aid.*—The line, subject to interests acquired therein by the Rohilkund and Kumaon Railway Company, is the property of the Powayan Steam Tramway Company, and is managed, maintained and worked by the Rohilkund and Kumaon Railway Company on behalf of the Government.

(iii) *Terms of working.*—The working agency retains 70 per cent of the gross earnings of the tramway, until the line is fully equipped, and thereafter the same percentage as that at which the Rohilkund and Kumaon Railway Company's "open system" is worked, subject to a minimum of 60 per cent.

[NOTE.—The percentage so retained by the working agency is in full satisfaction of the cost of petty works rolling-stock, plant and machinery costing not more than Rs. 200, subject to the limit of Rs. 20 per mile per half-year. The cost of petty works, rolling-stock, plant and machinery exceeding these limits is to be borne by the Capital Account of the Tramway Company.]

(iv) *Distribution of profits.*—After payment of working expenses as above noted and contributions to the Working Agency's Provident Fund, the balance of the gross earnings, if any, are paid over to the Tramway Company.

(v) *Rates and fares.*—To be those from time to time applicable to the Lucknow-Bareilly railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, police, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Not specified.

(vii) *Power of the Government to determine contract.*—Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year but not earlier, on 12 months' notice given. Government may also terminate the contract at any time, on 6 months' notice, if the Company fails to observe its obligations.

Government also have the option, on giving 12 months' notice to the Tramway Company, after the Shahjahanpur-Khotar section has been open for public traffic for 15 years and the Khotar-Mailani section for 10 years, and thereafter at terms of 7 years each, to take over the tramway on paying the Tramway Company the value of the property as a dividend-earning investment at the date of giving such notice, with an additional bonus of 20 per cent over and above such value.

(viii) *Power of the Company to surrender contract*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—Up to the 31st December 1932.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs	Rs.	Rs.		Rs.	
1901	39·50	8,41,038	66,862	20,059	2·39	33	70·00
1902	39 50	8,93,456	75,675	22,521	2·52	37	70·24
1903	39·50	8,94,619	71,815	22,432	3·18	35	60·34
1904	39·50	8,94,751	78,015	30,937	3·46	38	60·34
1905	39·50	8,94,751	92,614	36,707	4·10	45	60 37
1906	39·50	8,94,751	99 566	39,491	4·41	48	60·34
1907	39·50	8,94 751	87,302	34,626	3·87	42	60 34
1908	39·50	8,94,801	81,450	32,292	3 60	40	60·35
1909	39·50	8,94,801	91,687	36,352	4·06	45	60·35
1910	39·50	8,94,801	95,236	37,790	4·22	46	60·31
1911	39·50	8,94,801	1,02,092	40,737	4 51	50	60·33
1912	39·50	8,94,801	1,01,188	40,213	4·49	49	60·26
1st qr. of 1913	39·50	8 91,801	20.737	8,262	0·92	44	60 27
1913-14	39·50	8,94,801	97,068	38.875	4 24	48	60 32
1914-15	39 50	8,94,801	82,860	33,144	3 70	40	60·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 26}{\text{Sub-head } (a)}$. **UDAIPUR-CHITORGARH RAILWAY** (3′ 3⅜″ gauge)—

The line was constructed at the expense of the Mewar Durbar, and was maintained and worked by the Bombay, Baroda and Central India Railway Company up to the 31st December 1897. With effect from 1st January 1898 the maintenance and working of the line were taken over by the Durbar.

Running powers—

Home line over Foreign line :—

	Miles.
Bombay, Baroda and Central India railway, 3′ 3⅜″ gauge, Berach Signal station to Chitorgarh .	1·62

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Berach near Chitorgarh to Debari near Udaipur	1-8-95	60·39	
Separate station at Chitorgarh	15-8-98	0·47	
Debari to Udaipur	25-8-99	6·44	
TOTAL .	...	...	67·30

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is fenced round stations only.

Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 320 feet.

Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Contract—

Nil.—The line is owned and worked by the Mewar Durbar.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	67·30	20,67,464	2,07,927	1,03,552	5·00	58	50·19
1906	67·30	20,75,567	2,47,813	1,35,467	6·52	69	45·32
1907	67·30	20,75,702	2,50,515	1,36,695	6·58	70	45·43
1908 . . .	67·30	20,77,554	2,38,916	1,13,944	5·48	68	50·59
1909	67·30	20,96,383	2,48,050	1,24,855	5·95	69	48·62
1910	67·30	20,97,410	2,52,090	1,33,470	6·36	72	47·05
1911	67·30	21,15,951	2,84,206	1,53,802	7·24	81	46·07
1912	67·30	21,95,945	3,05,495	1,57,311	7·16	87	48·50
1st qr. of 1913 . .	67·30	22,06,086	21,789	54,629	2·47	104	40·48
1913-14 . . .	67·30	22,34,126	3,19,123	1,65,244	7·40	91	48·18
1914-15 . . .	67·30	23,40,204	2,65,532	1,07,157	4·78	76	59·64

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 27}{\text{Sub-head } (a)}$. AHMADPUR-KATWA RAILWAY (2′ 6″ gauge)—

Date of registration of the Company—3rd November 1915.

Sanction to the construction of this line by the Ahmadpur-Katwa Railway Company was conveyed in Railway Board's Notification No. 314, dated the 16th November 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ahmadpur to Katwa (sanctioned on 16th November 1914)	...	32·19	32·19

Number $\frac{\text{Main head } 28}{\text{Sub-head } (a)}$. AMBAJI-TARANGA LIGHT RAILWAY (2′ 6″ gauge)—

Date of registration of the Company.—1st September 1905.

The construction of this line by the agency of the Ambaji-Taranga Light Railway Company was authorised by the Railway Board in their letter No. 1693 R. C., dated the 8th July 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Varetha Junction to Baroda Frontier (sanctioned on 8th July 1911) . . .	...	1·50	
Baroda Frontier to Samaia . . (sanctioned on 8th July 1911) . . .	...	18·00	
TOTAL .	...	...	19·50

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 29.}{\text{Sub-head } (a)}$ **ARRAH-SASARAM LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—19th October 1909.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Arrah to Sasaram	6-3-11	60·50		
Sasaram to Tarachandi Hill	12-11-14	*4·76		*For goods traffic only.
TOTAL	...	...	65·26	

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius, between Arrah and Sasaram and 283 feet, between Sasaram and Tarachandi Hill.

Gradients.—The ruling gradient is 1 in 250, between Arrah and Sasaram and 1 in 100 between Sasaram and Tarachandi Hill.

Local Government orders and agreements—

The Arrah-Sasaram Tramway Company order published under the Bengal Government, Railway Department, Notification No. 39 R., dated the 12th October 1909, authorising the construction of a line from Arrah to Sasaram in the district of Shahabad.

Agreement, dated the 15th October 1909, *between the District Board of Shahabad and Messrs. Martin and Company of Calcutta (called "the Promoters") by and on behalf of the Arrah-Sasaram Light Railway Company*, as to the grant of a concession to the Company of the right to construct and work the line.

Agreement, dated the 30th October 1912 (supplemental to the agreement of 15th October 1909), *between the District Board of Shahabad and the Arrah-Sasaram Light Railway Company*; The Arrah-Sasaram Tarachandi Hill extension order published under the Bihar and Orissa Government, Railway Department, Notification No. 4760 R., dated the 8th September 1913; } as to the construction, maintenance and working of the extension from Sasaram to Tarachandi Hill as a part of the Arrah-Sasaram Light railway.

Main provisions of Local Government orders and agreements—

(i) *Land.*—Provided at the cost of the Company, except one side of the district road the free use of which is authorised.

(ii) *Aid by the Local authority.*—The District Board of Shahabad recommend and apply to the Local Government to exempt the Company from the tax on account of road cess, or to exact only a nominal tax, for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of it paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 88,000 or the sum of 4 per cent on the Company's share capital whichever is less.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the share capital of the Company are divided equally between the District Board of Shahabad and the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and the adoption of the General Classification of goods with separate maximum and minimum rates for goods of the different classes have been prescribed. Full control over charges of all kinds is reserved to the Local Government.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 29}}{\text{Sub-head (a)}}$. **ARRAH-SASARAM LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of Local Government orders and agreements—*concld.*

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.— } Nil.

(*c*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Local authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, and at the end of every 7 years thereafter, the District Board have, by giving six months' previous notice, the right of purchasing the line by paying to the Company 25 times the yearly average net earnings of the 3 years preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from the District Board.	Total income [column 5 + column 7].	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911	60·50	20,75,772	1,33,386	44,286	2·13	15,581	59,867	2·88	45	66·79
1912	60·50	21,98,127	1,72,469	59,379	2·71	21,805	81,184	3·69	54	65·54
1st qr. of 1913.	60·50	22,05,708	45,682	16,472	0·74	4,681	21,153	0·95	58	63·94
1913-14	60·50	22,31,435	1,94,799	71,403	3·19	17,992	89,395	4·00	61	63·37
1914-15	65·26	22,74,782	2,12,951	88,320	3·88	253	88,573	3·89	65	58·50

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 30}{\text{Sub-head } (a)}$. BANGALORE-CHIK BALLAPUR LIGHT RAILWAY (2′ 6″ gauge)—

This railway is being financed by an Indian Company floated for the purpose under a guarantee from the Mysore Durbar of 4 per cent per annum on the subscribed capital. Its construction was sanctioned by the Secretary of State for India in his Despatch No. 75 Railway, dated the 10th September 1909.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Yelahanka to Devanhalli	15-9-14	14·72	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Bangalore to Yelahanka, Devanhalli to Chik Ballapur — sanctioned on 10th September 1909	...	23·23	
Total	...	...	37·95

Details of construction—

Permanent-way.—The permanent-way consist of second-hand 41¼ lbs. flat-footed steel rails, purchased from the Madras and Southern Mahrata Railway Company, laid on steel sleepers. Teak sleepers have been been used in station yards.

Ballast.—The line is for the present packed upon earth ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The steepest gradient is 1 in 100.

Agreement—

The line is being constructed by the Mysore Durbar on behalf of the Company and the open portion is being worked under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
1914-15	Miles. 14·72	Rs. 7,80,104	Rs.	Rs. Information not available.		Rs. ...	...

Number $\frac{\text{Main head } 31}{\text{Sub-head } (a)}$. BANKURA-DAMOODAR RIVER RAILWAY (2′ 6″ gauge)—

Date of registration of the Company.—30th March 1914.

Sanction to the construction of this line by the Bankura-Damoodar River Railway Company was conveyed in Railway Board's Notification, No. 103, dated the 1st May 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
	2	3	4
Bankura to Raina (sanctioned on 1st May 1914)	...	60·60	60·60

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 32}{\text{Sub-head (a)}}$. **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—30th July 1903.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total	Grand total.
1	2	3	4	5
Main line—				
Baraset to Basirhat	1-3-05	26·00		
Basirhat to Chingrighata	2-3-09	8·50		
			34·50	
Shambazar branch—				
Beliaghata Bridge to Pattipooker	16-2-10	16·62		
Pattipooker to Belgatchia (Shambazar)	12-10-14	1·12		
			17·74	
GRAND TOTAL	...	...	...	52·24

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pynkado, sâl and Australian jarrah wood sleepers.

Ballast.—The line is ballasted with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 400 feet.

Gradients.—The ruling gradient is 1 in 250.

Agreements and Local Government orders—

A agreement, dated the 14th December 1897 (called the principal agreement), *between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited*, as to the grant of a concession to the Tramway Company by the District Board;

A agreement, dated the 14th May 1902 (supplemental to the agreement of 1897), *between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited*, modifying clause 4 of the agreement of 1897;

The Baraset-Basirhat Tramway Company order, published under the *Bengal Government, Railway, Department, Notification No. 86 R., dated the 15th May 1903*;

} as to the construction, maintenance and working of the line from Baraset to Basirhat.

A agreement, dated the 3rd August 1903, *between the District Board of the 24 Parganas, Messrs. Martin and Company and the Baraset-Basirhat Light Railway Company, Limited*, as to the adoption as between the Board and the new Railway Company of the agreement of 1897 as modified by the agreement of 1902, and as to the discharge of the Promoters from all liability thereunder or in respect thereof.

A agreement, dated the 6th November 1907 (supplemental to the agreements of 1897, 1902 and 1903), *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited*;

The Baraset-Basirhat-Taki Extension order, published under the *Bengal Government, Railway Department, Notification No. 22 R., dated the 23rd November 1907*;

} as to the construction, maintenance and working of the extension from Basirhat to Taki and Hosanabad as a part of the Baraset-Basirhat Light railway.

Agreement, dated the 21st December 1908 (supplemental to the agreements of 1897, 1902, 1903 and 1907), *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited*;

The Baraset-Basirhat-Pattipooker Extension order, published under the *Bengal Government, Railway Department, Notification No. 9 R., dated the 19th February 1909*;

} as to the construction, maintenance and working of an extension from Beliaghata bridge to Pattipooker, as part of the Baraset-Basirhat Light railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 32}{\text{Sub-head } (a)}$ **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Agreements and Local Government orders—*concld.*

Agreement, dated the 7th August 1914 (supplemental to the aforesaid agreements) between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited; } as to the construction, maintenance and working of an extension from Pattipooker to Belgatchia as part of the Baraset-Basirhat Light Railway.

The Baraset-Basirhat-Belgatchia extension order, published, under the Bengal Government Railway Department Notification, No. 12-R., dated the 15th August 1914.

Main provisions of agreements and Local Government orders—

(i) *Land.*—Land, other than portions of the District Road between Baraset and Basirhat the free use of which in perpetuity is authorised by the District Board, provided at the cost of Company's capital.

(ii) *Aid by the District Board.*—The District Board recommend and apply to the Local Government either to exempt the Company from the road cess or to exact only a nominal tax for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The District Board also guarantee such an annual subsidy as may be necessary to make the net profits of the Company equal to Rs. 1,500 per mile of line open, provided that the total contribution by the Board does not exceed Rs. 38,000 per annum, being 4 per cent on the amount of the Company's share capital.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the Company's share capital are divisible equally between the District Board and the Company.

(iv) *Rates and fares.*—Certain maxima fares for passengers, and a tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails and postal officers and servants on duty.—At the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.— } Nil.

(*c*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the District Board to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at intervals of 7 years thereafter, the District Board, by giving 6 months' notice, can purchase the undertaking by paying to the Company 20 times the average net annual profits of the 4 years preceding the transaction, together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of surplus profits to, (−), the District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	26·06	9,07,781	1,11,201	55,682	6·13	−5,394	50,288	5·54	90	49·96
1906 .	26·06	9,52,953	1,50,731	79,536	8·35	−12,669	66,867	7·02	111	47·23
1907 .	26·06	10,06,570	1,72,574	85,830	8·53	−16,096	69,734	6·93	127	50·26
1908 .	26·06	10,52,939	1,49,043	58,588	5·56	−5,944	52,644	5·00	110	60·69
1909 .	34·50	14,20,827	1,73,715	69,308	4·88	−6,478	62,825	4·42	97	60·45
1910 .	51·12	21,80,982	2,35,676	78,310	3·36	−674	72,636	3·33	88	66·89
1911 .	51·12	22,12,771	2,78,247	1,12,198	5·07	−6,356	1,05,843	4·78	105	59·67
1912 .	51·12	22,42,897	3,33,814	1,62,421	7·24	−23,668	1,38,753	6·18	127	51·99
1st qr. of 1913.	51·12	22,46,018	90,886	38,007	1·69	−4,489	33,518	1·49	136	58·18
1913-14 .	51·12	23,08,116	3,28,574	1,36,598	5·91	−16,052	1,20,546	5·22	124	58·42
1914-15 .	52·24	23,09,927	3,48,960	1,33,617	5·56	−10,348	1,23,269	5·14	128	61·71

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 33 Sub-head (a) **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—

Chairman.—G. A. Anderson, Esq.
Secretaries.—W. A. Browne & Co.
Offices.—Winchester House, Old Broad Street, London, E.C.
Date of registration of the Company.—11th July 1895.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Barsi Road Junction to Barsi Town	1-3-97	21·59	21·59	
Pandharpur extension—				
Barsi Road Junction to Pandharpur	2-12-06	30·56	30·56	
Tadwale extension—				
Barsi Town to Kuslamb	15-6-05	6·34		
Kuslamb to Tadwale	1-5-06	20·36	26·70	
Latur extension—				
Tadwale to Latur	1-5-21	36·99	36·99	
TOTAL OPEN MILEAGE	...	...	...	115·84
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Pandharpur to Pandharpur town (sanctioned on 21st November 1908)	...	3·39	3·39	3·39
GRAND TOTAL	...	...	...	119·23

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction and Barsi Town stations and all stations on the Tadwale and Pandharpur extensions are also fenced.

Curves.—The sharpest curve is of 425 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the original line (from Barsi Road Junction to Barsi Town) one of 1 in 89 and one of 1 in 90; and two on the Tadwale Extension—one of 1 in 50 and the other of 1 in 70.

Contracts and agreements—

Contract, dated the 1st August 1895, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the line from Barsi Road Junction to Barsi Town (called "the Barsi Town railway").

Contract, dated the 26th August 1902, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of "the Pandharpur extension" and "the Tadwale extension," as modified by letter *from the India Office to the London Board of the Barsi Light Railway Company*, No. P.W. 1020, dated the 22nd June 1904, extending to 1944 the term at the end of which the option of purchase of the Company's undertaking may be exercised by the Government under clause 59 of the contract.

Contract, dated the 28th May 1903 (supplemental to those of 1895 and 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Contract, dated the 4th December 1905 (supplemental to that of 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the Pandharpur and Tadwale Extensions, and for the issue of Debenture Stock.

Contract, dated the 31st March 1909 (supplemental to the contracts of 1902, 1903 and 1905), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working, and the inclusion in "the Tadwale Extension," of the railway from Tadwale to the frontier of the Hyderabad State (called "the Hyderabad Frontier Extension"), near Latur in that State.

Agreement, dated the 21st April 1909, *between the Government of His Highness the Nizam of Hyderabad and the Barsi Light Railway Company*, as to the construction, maintenance and working of a railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

Agreement, dated the 4th May 1909, *between His Highness the Nizam's Guaranteed State Railways Company and the Barsi Light Railway Company*, as to the former waiving, in favour of the latter, its preferential right to construct and work the railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

Contract, dated the 7th October 1913 (supplemental to the contracts of 1902, 1903, 1905 and 1909) *between the Secretary of State and the Barsi Light Railway Company*, as to the extension of the Company's existing line from Barsi town to Pandharpur station on the north bank of the Bhima river to the town of Pandharpur.

Contract, dated the 24th February 1914 (supplemental to the contracts of 1895, 1902, 1903, 1905, 1909 and 1913) *between the Secretary of State and the Barsi Light Railway Company*, as to the adoption of the Government Financial year for the purposes of accounts.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 33}}{\text{Sub-head (a)}}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of contracts and agreements—

(i) *Land.*—In the case of the original Barsi railway the Company are allowed the use of part of the road between Barsi Town and Barsi Road Junction station, any land required outside the road being acquired, at the expense of the Company. For the extensions, land in British territory has been provided by the British Government; that in the Hyderabad State by the Government of His Highness the Nizam, free of cost to the Company.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole to go to the Company.

(iv) *Rates and fares.*—Certain maxima have been fixed, within which the Company are permitted to vary their rates. On the Extensions the goods classification in force on the Great Indian Peninsula railway is to be adopted. In addition to the above, the Company shall be entitled to charge a pontage on passenger and goods traffic crossing the Bhima river subject to certain conditions.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } To be conveyed upon the whole of the Companys' system at the same rates and fares, and on the same general conditions, as may be in force on State railways. On the Latur extension bullion and coin belonging to His Highness the Nizam's Government or the Government of India, and the persons in charge thereof are carried at special rates.

(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine contract.*—The Government may determine the contract on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined, the Government to pay the Company in England in sterling a sum such as, when added to any unspent capital, shall amount to the total paid up capital expended with the authority of the Government. His Highness the Nizam's Guaranteed State Railways Company have the option of purchasing the length of the line (excluding rolling-stock, workshop machinery and stores) from the frontier of the Hyderabad State to Latur in that State, subject in all respects to the rights of the Nizam's Government under the agreement between His Highness' Government and the Barsi Light Railway Company and also under the several contracts between His Highness' Government and the Nizam's Guaranteed State Railways Company, after the expiration of 20 years from the date of its opening throughout for traffic, on giving 12 months' notice, at a price which shall be 5 per cent in excess of the actual capital expenditure. In the event of His Highness the Nizam's Guaranteed State Railways Company not exercising this right, His Highness the Nizam's Government have the right, on giving 12 months' notice, to purchase the same line at any time after the expiration of twenty years from the date of its opening, at a price which shall be 5 per cent in excess of the actual capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—Not specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles	Rs.	Rs.	Rs.		Rs.	
1905	27·98	27,88,002	2,19,478	1,39,618	5·01	168	36·39
1906	78·50	41,11,334	2,19,284	1,09,862	2·67	96	49·90
1907	78·50	47,47,986	5,43,330	2,24,080	4·72	133	58·76
1908	78·50	48,29,287	4,31,002	1,72,063	3·56	105	60·08
1909	78·50	57,13,286	6,44,775	3,89,578	6·82	158	39·58
1910	78·50	61,33,032	6,97,530	3,89,427	6·52	174	44·18
1911	115·84	68,96,322	7,44,733	3,98,877	5·79	124	46·44
1912	115·84	70,14,477	10,31,325	5,66,671	8·09	171	45·05
1st qr. of 1913	115·84	70,09,214	3,09,586	1,86,976	2·65	206	39·60
1913-14	115·84	71,46,903	13,18,673	8,46,882	11·94	219	35·78
1914-15	115·14	79,83,731	11,17,797	6,28,070	7·87	196	43·81

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 34}{\text{Sub-heads (a) and (b)}}$. **BENGAL PROVINCIAL RAILWAY SYSTEM** (2′ 6″ gauge)—

Lines comprised in the system—

The Bengal Provincial railway system is made up of—

	Open lines.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal Provincial railway (2′ 6″ gauge) . .	33·27	...	33·27
(*b*) Daughara-Jamalpurgunj railway (2′ 6″ gauge) . .	...	8·30	8·30
Total . .	33·27	8·30	41·57

34 (*a*) Bengal Provincial railway (2′ 6″ gauge)—

Date of registration of the Company.—1890.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarkessur to Rudrani	7-11-94	12·50	
Rudrani to Magra	8-3-95	18·62	
Magra to Tribeni	14-4-04	2·15	
TOTAL . .	...	...	33·27

Details of construction—

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pynkado sleepers. The Tribeni extension is laid on sâl sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716·25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magragunj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Agreements and Local Government order—

Agreement, dated the 16th October 1890, *between the District Board of Hooghly and the Promoters of the Bengal Provincial Railway Company*, scheduled to the order quoted below;

The Bengal Provincial Railway Company order, published under the Bengal Government, Railway Department, Notification No. 1, dated the 4th January 1896;

} as to the construction, maintenance and working of the line from Tarkessur to Magra.

Agreement, dated the 12th March 1904, *between the Secretary of State and the Bengal Provincial Railway Company*, as to the construction, maintenance and working of the extension from Magra station to Tribeni bathing ghat on the Hooghly river.

Main provisions of agreements and Local Government order—

(i) *Land.*—
(ii) *Government aid.*— } Land required for the purposes of the main line, from Tarkessur to Magra acquired by the Government of Bengal at the cost of the Company; and that for the extension from Magra station to Tribeni Ghât on the Hooghly river provided by Government free from rent or other charges.

(iii) *Distribution of profits.*—The profits go to the Company.

(iv) *Rates and fares.*—Certain maximum fares for passengers and maximum and minimum rates for goods traffic, combined with the General Classification of goods of the Indian Railway Conference Association, which are usual on Indian 5′ 6″ gauge railways have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, Postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government Officials and Government stores.—
(*c*) Government bullion and coin, and the persons in charge thereof.— } *Nil.*

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 34}}{\text{Sub-heads (a) and (b)}}$ **BENGAL PROVINCIAL RAILWAY SYSTEM** (2′ 6″ gauge)—*concld.*

34 (*a*) Bengal Provincial railway (2′ 6″ gauge)—*concld.*

Main provisions of agreements and Local Government order—*concld.*

(vi) *Power of the Local Authority to determine agreement.*—In the event of the District Board of Hooghly wishing to purchase the railway at the end of 21 years after the date of the Government order sanctioning the construction of the railway, *viz.*, on the 4th January 1917, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	33·27	10,47,028	86,838	21,871	2·09	50	74·81
1906	33·27	10,73,037	1,00,072	32,762	3·05	58	67·26
1907	33·27	10,92,156	1,19,238	34,590	3·16	64	68·70
1908	33·27	10,93,192	1,13,074	30,462	2·79	65	73·04
1909	33·27	11,06,707	1,24,182	37,915	3·43	72	69·46
1910	33·27	11,32,454	1,24,378	43,085	3·80	72	65·36
1911	33·27	11,32,071	1,26,287	42,866	3·79	73	66·05
1912	33·27	11,45,721	1,30,562	48,715	4·42	75	62·69
1st qr. of 1913 . .	33·27	11,53,264	34,171	11,585	1·00	79	66·10
1913-14	33·27	11,55,833	1,34,391	46,813	4·05	78	65·15
1914-15	33·27	11,77,092	1,42,956	47,446	4·03	82	66·81

34 (*b*) Dasghara-Jamalpurgunj railway (2′ 6″ gauge)—

Sanction to the construction of this line by the Bengal Provincial Railway Company was conveyed in Railway Board's Notification No. 38, dated the 17th February 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dasghara to Jamalpurgunj (sanctioned on 17th February 1915)	...	8·30	8·30

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 35}}{\text{Sub-head (a)}}$ · **BUKHTIARPUR-BIHAR LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—19th July 1901.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bukhtiarpur on the East Indian railway to Bihar	1-7-03	18·50	
Bihar to Silao	17-7-09	9·50	
Silao to Rajgir	1-11-11	5·00	
Total	...	...	33·00

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pynkado sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the villages of Chero and Rajgir where the grade is 1 in 100.

Agreements and Local Government orders—

Agreement, dated the 21st August 1899, *between the District Board of Patna and Messrs. Martin and Company of Calcutta, the Promoters, on behalf of the Bukhtiarpur-Bihar Light Railway Company*;

The Bukhtiarpur-Bihar Tramway Company order published under the *Bengal Government, Railway Department, Notification No. 100 R., dated the 25th June 1901*;

Agreement, dated the 16th August 1901, *between Messrs. Martin and Company of Calcutta and the Bukhtiarpur-Bihar Light Railway Company*;

} as to the construction, maintenance and working of the Bukhtiarpur-Bihar Light railway.

Agreement, dated the 17th February 1904, *between the District Board of Patna and the Bukhtiarpur-Bihar Light Railway Company*, as to the use of land for a siding at Bihar.

Agreement, dated the 2nd June 1908 (supplemental to the agreements of 1899 and 1901), *between the District Board of Patna and the Bukhtiarpur-Bihar Light Railway Company*;

The Bukhtiarpur-Bihar Extension order published under the *Bengal Government, Railway Department, Notification No. 11 R., dated the 15th June 1908*;

} as to the construction, maintenance and working of the extension of the Bukhtiarpure-Bihar Light railway from Bihar to Silao.

The Bukhtiarpur-Bihar-Rajgir extension order published under the *Bengal Government, Railway Department, Notification No. 20 R., dated the 14th November 1911*;

Agreement, dated the 28th November 1911 (supplemental to the agreements of 1899, 1901 and 1908), *between the District Board of Patna and the Bukhtiarpur-Bihar Light Railway Company*;

} as to the construction, maintenance and working of the extension of the Bukhtiarpur-Bihar Light railway from Silao to Rajgir.

Main provisions of agreements and Local Government orders—

(i) *Land.*—The District Board of Patna grant to the Bukhtiarpur-Bihar Light Railway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side portion of the District Board road between Bukhtiarpur and Bihar as is necessary, but not exceeding a width of eight feet, for the purpose of the railway; and promote the acquisition of any additional land required outside the boundary of the said road at the cost of the Company.

(ii) *Aid by the Local Authority.*—The District Board of Patna will recommend and apply to the Local Government either to exempt the Bukhtiarpur-Bihar Light Railway Company from the tax on account of road cess or to exact only a nominal tax for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of the Company paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 32,000 or the sum of 4 per cent on the Companys' share capital.

(iii) *Distribution of profits.*—Any surplus profits in excess of 4 per cent on the share capital of the Railway Company are to be equally divided between the District Board of Patna and the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 35}}{\text{Sub-head (a)}}$. **BUKHTIARPUR-BIHAR LIGHT RAILWAY** (2' 6" gauge)—*concld.*

Main provisions of agreements and Local Government orders—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } Nil.

(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Patna have, by giving six months' previous notice, the right of purchasing the line by paying to the Company the value calculated at twenty years' purchase of the average net annual profits of the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement.*—None specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy [from, (+), or share of surplus profits to, (—) the District Board.	Total income [column 5 + or — column 7].	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905	18·50	8,25,210	88,848	35,681	4·32	—90	35,591	4·31	92	59·84
1906 . . .	18·50	8,43,827	1,11,409	48,163	5·71	—5,674	42,489	5·04	116	56·77
1907 . . .	18·50	8,92,221	1,10,888	46,073	5·16	—4,501	41,572	4·66	115	58·45
1908 . . .	18·50	9,00,878	1,10,152	45,122	5·01	—1,915	43,207	4·80	114	59·04
1909 . . .	28·00	11,96,973	1,52,322	58,331	4·87	—5,198	53,133	4·44	128	61·70
1910 . . .	28·00	12,01,403	1,23,986	54,564	4·54	—3,421	51,143	4·25	85	55·99
1911 . . .	33·00	12,38,725	1,34,135	62,381	5·04	—4,827	57,554	4·64	78	53·38
1912 . . .	33·00	12,63,209	2,49,976	1,42,235	11·26	—20,464	1,21,771	9·64	145	43·10
1st qr. of 1913 .	33·00	12,72,539	36,364	7,099	0·56	+4,924	12,023	0·94	85	80·48
1913-14 . . .	33 00	13,11,472	1,58,559	46,537	3·54	+13,879	60,614	4·61	92	70·65
1914-15 . . .	33·00	13,59,590	1,65,932	60,280	4·43	—1,259	59,021	4·34	97	63·67

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 36}}{\text{Sub-head (a)}}$ **BURDWAN-KATWA RAILWAY** (2' 6" gauge)—

Date of registration of the Company—1913.

Construction of this line by the Burdwan-Katwa Railway Company was authorised in Railway Board's telegram No. 3711 R.C., dated the 30th December 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Burdwan to Katwa (sanctioned on 30th December 1913)	...	32·69	32·69

Number $\frac{\text{Main head 37}}{\text{Sub-head (a)}}$ **BUTHIDAUNG-MAUNGDAW LIGHT RAILWAY** (2' 6" gauge)—

Date of registration of the Company.—29th March 1913.

In the Buthidaung-Maungdaw Tramway Company Order published under the Burma Government, Revenue Department, Notification No. 82, dated the 4th July 1912, sanction was given for the construction, maintenance and working of this line by the Buthidaung-Maungdaw Tramway Company and work of construction was commenced in May 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Buthidaung to Maungdaw (sanctioned on 6th June 1911)	...	18·50	18·50

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number. Main head 38. Sub-head (a). **CHAMPANER-SHIVRAJPUR LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—18th November 1905.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Champaner Road Junction to Pavagarh	2-2-11	11·00		
Pavagarh to Shivrajpur	10-11-11	6·00		
Shivrajpur to Ghata	29-3-15	6·00		
Branches—			23·00	
Shivrajpur to Bamankua mines	1-1-11	1·44		
Shivrajpur to Shivrajpur mines	24-1-11	1·80	3·24	
Total open mileage	...	...	26·24	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Ghata to Pani (sanctioned on 24th January 1913)	...	6·13	6·13	
Grand total	...	...	...	32·37

Details of construction—

Permanent-way.—The permanent-way consists of 29½-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted with heavy stone ballast.

Fencing.—The line is unfenced except at station yards.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Local Government order—

The Shivrajpur Tramway order published under the Bombay Government, Public Works Department, Notification No. 5 Ry., dated the 1st September 1909, as to the construction, maintenance and working of the line from Champaner Road to Shivrajpur.

"Further Order" published under the Bombay Government, Public Works Department, Notification No. 2 Ry., dated the 28th January 1913, authorising the introduction of an amended schedule of charges for the carriage of parcels and goods and a revised classification of goods, with maximum and minimum rates therefor.

Main provisions of Local Government order—

(i) *Land.*— } For the purposes of the line and not for the purposes of any building or
(ii) *Government aid.*— } erection connected therewith, the free use of the side of the provincial road between Champaner Road and Shivrajpur is authorised. Any additional land which may be in the possession of the Government and considered necessary for the purposes of the undertaking shall be provided by the Local Government free of cost. When the cost of the acquisition of land in private occupation exceeds the rate of Rs. 150 per acre, so much of such rate as is in excess of Rs. 150 shall be borne by the promoters; but in any other case the whole cost of acquisition shall be borne by the Government.

(iii) *Distribution of profits.*—The whole of the profits belong to the Shivrajpur Syndicate, Limited, of Bombay.

(iv) *Rates and fares.*—Certain maxima for coaching traffic and minima and maxima for goods traffic have been fixed. The railway can vary the rates and fares quoted so as not to exceed the maxima or go below the minima where the latter have been prescribed.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.— } Nil
(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine contract.*—At the expiration of 31 years from the date of opening of the line, or at the end of any subsequent period of 10 years, the Local Government may, by giving to the promoters not less than 12 calendar months' notice, determine their order and purchase the undertaking at 25 times the average annual net earnings for the three calendar years immediately preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.

(vii) *Power of the Company to surrender contract.*—Nil; but power is reserved to the Company to transfer the undertaking with the sanction of the Local Government.

(viii) *Term of contract [if not determined under* (vi)].—None specified.

NOTE—The railway has been transferred to the Guzerat Railways Company from the 1st April 1915.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	20·24	9,02,929	64,061	15,545	1·72	61	75·74
1912	20·24	9,26,707	87,721	31,705	3·42	83	63·86
1st qr. of 1913	20·24	9,27,947	32,759	18,153	1·95	124	44·59
1913-14	20·24	9,48,663	86,769	25,228	2·68	83	70·93
1914-15	26·24	14,06,254	64,064	174	0·01	61	99·73

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 39}}{\text{Sub-head (a)}}$. CUTCH STATE RAILWAY (2′ 6″ gauge)—

This line was sanctioned for construction at the cost of His Highness the Maharaja Rao Sahib of Cutch, under the Government of India, Public Works Department, Notification No. 329, dated the 4th September 1903, and the Railway Board Notification No. 86, dated the 1st June 1905, and is maintained and worked by the Cutch Durbar.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Tuna to Anjar	18-5-05	11·67		
Anjar to Bhuj	1-11-08	25·11		
Total open mileage	...	...	36·78	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Anjar to Bachau (sanctioned on 20th November 1913)	...	23·75	23·75	
GRAND TOTAL	...	...	...	60·53

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200 between Tuna and Anjar and 1 in 100 between Anjar and Bhuj.

Contract—

Nil.—The line is owned and worked by the Cutch Durbar.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	11·67	4,25,731	28,496	20,908	4·91	75	26·63
1906	11·67	7,18,668	40,273	19,919	2·77	66	50·54
1907	11·67	8,17,815	43,321	24,070	2·94	71	44·31
1908	36·78	8,74,980	40,096	18,237	2·07	20	54·41
1909	36·78	9,42,842	84,864	47,851	5·07	44	43·61
1910	36·78	9,42,842	93,639	55,953	5·93	49	40·24
1911	36·78	9,48,711	1,01,087	58,576	6·17	53	42·05
1912	36·78	10,08,738	1,01,730	56,666	5·61	53	44·67
1st. qr. of 1913	36·78	10,51,188	23,093	12,650	1·20	52	45·07
1913-14	36·78	10,52,405	97,786	33,455	3·17	51	65·78
1914-15	36·78	10,78,861	96,976	39,054	3·61	51	59·72

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 40, Sub-head (*c*) **DEHRI-ROHTAS LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—17th March 1909.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dehri-on-Sone to Rohtas.	6-2-11	23·83	23·83

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. steel rails on sál sleepers.

Ballast.—The line for a distance of 19 miles has been ballasted and this work is still in progress.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 240 feet radius.

Gradients.—The ruling gradient is 1 in 200, uncompensated.

Agreement and Local Government order—

Agreement, dated the 13th October 1907, *between the District Board of Shahabad and Messrs. Octavius, Steel and Company of Calcutta (called "the Promoters") for and on behalf of the Dehri-Rohtas Tramway Company, scheduled to the order quoted below;*

The Dehri-Rohtas Tramway Company order published under the Bengal Government, Railway Department, Notification No. 24 R., dated the 10th November 1908;

} as to the construction, maintenance and working of the line, from Dehri-on-Sone to Rohtas.

Main provisions of agreement and Local Government order—

(i) *Land.*—The line runs partly on Government land in charge of the Public Works Department and partly along the district road to Akbarpur. The District Board of Shahabad have granted to the Dehri-Rohtas Tramway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side of the District Board road between Dehri and Rohtas as is necessary, but not exceeding a width of eight feet leaving a clear roadway of fourteen feet intact for ordinary wheeled traffic, for the purpose of the line, and have promoted the acquisition of any additional land required outside the boundary of the said road at the cost of the Company.

(ii) *Aid by the Local Authority.*—The District Board of Shahabad will recommend and apply to the Local Government to exempt the Dehri-Rohtas Tramway Company from the tax on account of road cess, or to exact only a nominal tax, for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal.

(iii) *Distribution of profits.*—The profits go to the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods and the East Indian railway classification of goods, have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Shahabad have, by giving six months' previous notice, the right of purchasing the line by paying to the Company the value calculated at twenty years' purchase of the average net annual profits of the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911 . . .	23·83	5,32,474	24,066	−12,291	...	21	151·07
1912 . . .	23·83	5,51,080	79,436	34,810	6·31	64	56·17
1st qr. of 1913 .	23·83	5,81,830	30,602	17,380	9·28	99	43·20
1913-14 . .	23·83	6,15,474	1,49,961	93,912	15·25	120	37·38
1914-15 . .	23·83	6,26,528	1,90,736	1,30,900	28·89	153	31·35

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 41 / Sub-head (*a*) · **DHOLPUR-BARI RAILWAY** (2′ 6″ gauge)—

This railway was sanctioned for construction at the cost of His Highness the Rana of Dholpur, under Railway Board's Notification No. 267, dated the 14th December 1905, and is maintained and worked by the Dholpur Durbar.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dholpur on the Midland section of the Great Indian Peninsula railway to Bari	24-2-08	19·62	
Bari to Baseri	15-9-13	8·81	
Baseri to Tantpur	1-7-14	7·95	
TOTAL	...	...	36·38

Details of construction—

Permanent-way.—Five miles are laid with 35-lb. old steel rails on Indian State railway pattern steel trough sleepers; the remainder with 30-lb. new steel rails on Indian State railway pattern steel sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 1,432 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract—

Nil.—The line is owned and worked by the Dholpur Durbar.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	19·62	7,33,502	21,353	—11,261	...	25	152·74
1909	19·62	6,91,940	36,226	5,773	0·83	35	84·06
1910	19·62	6,96,601	48,377	19,835	·85	47	58·99
1911	19·62	7,41,111	41,586	14,338	1·93	41	65·50
1912	19·62	8,24,492	40,264	7,945	0·98	39	80·27
1st qr. of 1913	19·62	8,54,148	13,682	5,468	0·64	21	60·04
1913-14	28·43	10,78,930	54,372	21,722	2·02	15	60·04
1914-15	36·38	12,40,836	71,705	28,006	2·26	15	60·94

Number Main head 42 / Sub-head (*a*) · **DWARA-THERRIA LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—15th March 1913.

The line is under construction by the Khassia Hills (Assam) Company of Calcutta, to whom the property and rights which were vested in the Dwara-Therria Light Railway Company, "Limited," under the Dwara-Therria Steam Tramway Order published by the Hon'ble the Chief Commissioner of Assam under Notification No. 44, dated the 14th August 1902, have been transferred by Messrs. H. V. Low and Company, of Calcutta, the previous proprietors of the above property and rights.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dwara to Maolong (sanctioned on 15th May 1902)	...	13·50	
Maolong to Therria Ghat (sanctioned on 15th May 1902, but commencement of work not authorised).	...	6·00	
Total ...	...	...	19·50

The Dwara-Maolong section was passed for goods traffic in June 1915, but an abnormal rain fall severely damaged the earth work from mile 4 to mile 10, and delayed the opening of the line to traffic.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number—$\frac{\text{Main head 48}}{\text{Sub-head (a)}}$. **GODHRA-LUNAVADA RAILWAY** (2' 6" gauge)—

Date of registration of the Company.—30th March 1911.

The construction of this line by the Guzerat Railways Company was sanctioned by the Railway Board in their letter No. 731 R.C., dated the 13th March 1912.

Progress in opening—

Sections of railway.	Date of opening.	Mile.	Total.
1	2	3	4
Godhra to Lunavada Road	4-12-13	24·30	
Lunavada Road to Lunavada	1-9-14	1·15	
TOTAL . .	...	...	25·45

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed rails on steel trough sleepers, I. S. R. pattern.

Ballast.—The line is laid on coarse and hard sand ballast, covered with quartz ballast.

Fencing.—Only station yards have been fenced.

Curves.—The sharpest curve has a radius of 637 feet.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Dated the 30th April 1914, between the Secretary of State and the Guzerat Railways Company, as to the construction, maintenance, management and working of the line by the Guzerat Railways Company.

Main provisions of contract—

(i) *Land.*—Land in British territory provided by the Government free of cost to the Company including land permanently or temporarily required for quarrying, ballast, brickfields and kindred purposes.

(ii) *Government aid.*—The Government allow to the Railway Company in respect of each year by way of rebate, a sum not exceeding the net earnings from all traffic, except the earnings derived from the carriage of stores, interchanged between the Bombay, Baroda and Central India railway and this railway, as shall, together with the net earnings of the Company in respect of this railway, make up an amount equal to interest for the year at the rate of 5 per cent per annum on the paid up share capital of the Company.

(iii) *Distribution of profits.*—When the net earnings of the Campany in any year exceed the minimum amount sufficient to give a return of 5 per cent per annum on the paid up share capital of the Company such excess is to be divided equally between the Government and the Company.

(iv) *Rates and fares.*—Such as may from time to time be agreed upon between the Government and the Company and the classification of goods to be in conformity with that from time to time in force on State railways of the same gauge.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government Stores.—
(*b*) Government bullion and coin and the persons in charge thereof.—

} To be conveyed at the same rates and under the same arrangements as apply to State railways on the same gauge.

(vi) *Power of the Government to determine agreement.*—The Government may, by giving twelve months' 'notice of purchase,' determine the contract on the 31st March 1944 or on the 31st March in the last year of any subsequent period of ten years.

APPENDIX I—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this Appendix.]

Number $\frac{\text{Main head } 43}{\text{Sub-head } (a)}$ **GODHRA-LUNAVADA RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of contract—*concld.*

If the contract is determined by 'notice of purchase' the Government shall pay to the Company 25 times the amount of the average net earnings (excluding payments on account of rebate) derived by the Company during the three years immediately preceding the time at which the contract shall be determined, subject to a limit of 20 per cent. in excess of, but not less than, the total capital expenditure of the Company.

The Government may also, by giving twelve months' 'notice of special purchase', determine the contract at any time in the following cases :—

(*a*) when it is considered desirable that the gauge of the railway should be altered ;

(*b*) when it is considered desirable to convert the railway into a line of through communication and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route), and the Company is unable or unwilling to supply the necessary capital for such extension.

If the contract be determined by 'notice of special purchase', the Government to pay to the Company 25 times the average net earnings (excluding payment on account of rebate) of the Company during the last preceding three years, or 115 per cent of the total capital expenditure of the Company, whichever may be the greater.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to, (—), the Government of India.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.			Rs.		Rs.	
1913-14	24·00	11,39,708	13,289	1,860	0·16	...	1,860	0·16	32	86·00
1914-15	25·45	13,02,936	45,407	4,528	0·34	38,316	42,844	3·29	34	90·03

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 44}}{\text{Sub-head (a)}}$. **JESSORE-JHENIDAH RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—28th March 1911.

The sanction accorded by the Government of Bengal to the construction of this line under the Indian Railways Act, IX of 1890, was approved by the Government of India in their letter No. 275 R.P., dated the 2nd December 1910.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main line—			
Jessore to Jhenidah	1-10-13	28·90	
Branch—			
Kaliganj to Kot Chandpur	1-10-13	7·90	
Total	...	...	36·80

Details of construction.—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid chiefly on sal, and a percentage of jam sleepers.

Ballast.—Only the first 4 miles from Jessore are ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 382 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contract and agreement—

Contract, dated the 26th May 1913, *between the Secretary of State and the Jessore-Jhenidah Railway Company*, as to the construction, maintenance and working of the line.

Agreement, dated the 26th May 1913, *between the District Board of Jessore and the Jessore-Jhenidah Railway Company*, as to the grant of certain concessions to the latter by the former under certain conditions.

Main provisions of contract and agreement.—

(i) *Land.*—Land on one side of the District Board road not exceeding 8 feet in width granted free, any additional land being acquired by Government at the cost of the Company.

(ii) *Aid by the District Board.*—The District Board of Jessore guarantee to supplement the net earning of the Company by such annual subsidy as may be necessary to make up a dividend of 4 per cent per annum on the Company's paid up share capital, provided that the total sum so payable by the Board shall not in any one year exceed the sum of Rs. 32,000. The Board will recommend and apply to the Local Government for the exemption of the Company from road cess, or for the levy of only a nominal tax for a period of 21 years from the date of opening of the line for traffic.

(iii) *Distribution of profits.*—Surplus profits of the Company in excess of 4 per cent on their paid up share capital are divisible between the Company and the District Board in equal shares.

(iv) *Rates and fares.*—Rates and fares shall be such as may from time to time be arranged by the Secretary of State and the classification of goods shall be in conformity with that in force on State railways of the same gauge.

(v) *Special obligations as to the conveyance of.—*

(*a*) Mails, troops, police, high Government Officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.— } To be conveyed in the same manner and subject to the same regulations and conditions as are in force on State railways of the same gauge.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 44}}{\text{Sub-head (a)}}$. **JESSORE-JHENIDAH RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of contract and agreement—*concld.*

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' previous 'notice of purchase', determine the contract either on the 31st March 1943, or on the 31st December in the last year of any subsequent period of 10 years, paying to the Company 25 times the amount of the average yearly net earnings during the 3 years immediately preceding, provided that the amount payable to the Company shall not in any case exceed by more than 20 per cent, or be less than, the total capital expenditure of the Company.

The Government may also, by giving 'notice of special purchase', determine the contract at any time in the following cases :—

(*a*) when it is considered desirable to alter the gauge of the railway ;

(*b*) when it is considered desirable to convert the railway into a line of through communication ; and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route) and the Company is unable or unwilling to provide funds for such extension.

If the contract be determined by 'notice of special purchase' the Government will pay to the Company 25 times the average yearly net earnings during the 3 years preceding the purchase, or 115 per cent of the total capital expenditure, whichever may be the greater.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of Contract* [*if not determined under* (vi)].—Not specified.

Statistics of working.—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of net profits to, (—), the District Board.	Total income [column 5 + or — column 7].	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1913-14	36·80	12,33,610	49,667	12,145	0·98	...	12,145	0·98	52	75·55
1914-15	36·80	.....	...	Information not available.		...	...	.....	...	...

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 45.}}{\text{Sub-head (a)}}$ **KOLAR DISTRICT RAILWAY** (2′ 6″ gauge)—

This line is owned jointly by the Mysore Durbar and the Kolar District Board. The Bowringpet-Kolar section has been financed by the District Board of Kolar and is being worked by the Mysore Durbar under the terms of the agreement noted below. The Kolar-Chik Ballapur section which is under construction is being financed by the Mysore Durbar in conjunction with the District Board of Kolar.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Bowringpet-Kolar section—				
Bowringpet to Kolar	15-12-13	10·92	10·92	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Kolar-Chik Ballapur section—				
Kolar to Chik Ballapur (sanctioned on 11th November 1914) ...	...	38·15	38·15	
Grand total ..	...	...	...	49·07

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 41¼-lb. rails, 5 miles of which are laid on teakwood and the remainder on steel peapod trough sleepers. The wooden sleepers are mostly squared and a few half-round.

Ballast.—The line is ballasted with sand.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Under consideration *between the Mysore Durbar and the District Board of Kolar*, as to the maintenance, management and working, by the Mysore Durbar, of the Bowringpet-Kolar section of the Kolar District railway.

Main provisions of agreement—

(i) *Land.*—All land, except that required for quarrying ballast, brick-fields and kindred purposes, was provided by the Mysore Durbar free of cost.

(ii) *Mysore Government aid.*—The Bowringpet-Kolar section which has been financed by the District Board of Kolar from the proceeds of a debenture loan was constructed, and is worked, by the Mysore Durbar, for the District Board of Kolar. The Durbar guarantees the payment of interest at 4 per cent. to the debenture holders for 25 years after the opening of the section, the District Board subsequently recouping the Durbar any amount advanced for the purpose.

(iii) *Terms of working.*— } The Bowringpet-Kolar section is charged with the same percent-
(iv) *Distribution of profits.*— } age of its gross earnings as obtains on the Mysore State railways. The balance of the gross earnings is payable to the District Board. In addition to the *net* earnings the District Board are entitled to a rebate equal to the difference between the percentage charged and the actual working expenses whenever the latter exceed the former.

(v) *Rates and fares.*—Certain maxima and minima have been fixed by the Mysore Durbar within which rates can be varied under the advice of the Railway Board.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores— } Any special service that
(*b*) Government bullion and coin, and the persons in charge thereof— } the Durbar may require for any of their own Departments or for the Departments of the Government of India shall be performed under the same conditions as may, for the time being, be in force on State owned and worked railways.

(vii) *Power of the Mysore Government to determine agreement.*—The Government have power to purchase the open section at the end of 25 years after the opening, or at subsequent intervals of 10 years subject to 12 months' notice.

(viii) *Power of the Mysore Durbar to determine agreement.*—The Mysore Durbar may purchase the section at any time after 12 months' notice in the following events :—

(*a*) if it is necessary to alter the gauge of the line ;

(*b*) if it is desired to convert this line into a line of through communication; and

(*c*) if the District Board cannot find money required for further extension of the line.

(ix) *Term of agreement* [*if not determined under* (vii) *or* (viii)].—Nil.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs	
1913-14 . . .	10·92	295,577	7,598	—258	...	48	103·33
1914-15 . . .	10·92	6,42,569	36,093	4,815	0·75	64	86·66

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 46}{\text{Sub-head } (a)}$ **MADAYA LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—28th August 1906.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Zegyo quarter of Mandalay town to Obo	10-2-12	3·40		
Obo to Toungbyon	25-7-12	4·90		
Total open mileage			8·30	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—	...	...		
Toungbyon to Madaya (sanctioned on the 13th February 1906).	...	7·70		
			7·70	
GRAND TOTAL	...	...	...	16·00

Details of construction—

Permanent-way.—The permanent-way consists of 19-lb. and 24-lb. flat-footed steel rails laid on several varieties of local wood with some old stamped steel sleepers.

Ballast.—In most places throughout the line the ballast consists of brick rubbish.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 286 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is 1 in 1,000, except on the Zegyo-Obo section where it is 1 in 333 with a 1 in 100 banking section.

Local Government order—

Madaya Tramway order published under the Burma Government, Municipal and Local Department, Notification No. 22, dated the 13th February 1906, authorising the construction, maintenance and use of a system of tramways from Madaya in the district of Mandalay to the Obo quarter of Mandalay town.

Main provisions of Local Government order—

(i) *Land.*—Land acquired at an annual track rent of Rs. 250 per mile for the first three years, and Rs. 400 per mile thereafter, provided that no turnout or siding is liable to rent.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole of the profits belong to the Promoters.

(iv) *Rates and fares.*—The minimum rate of fares for passengers has been fixed at half anna per mile. The charges for goods and for passengers' luggage to be fixed between the Promoters and the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government Officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Government to determine contract.*—After the expiration of 42 years from the date of the order and within six months after the expiration of every subsequent period of ten years, the Deputy Commissioner, Mandalay district, with the previous sanction of the Local Government, may require the Promoters to sell to him the undertaking at a fair market value of all lands, etc., used for the purposes of the line.

(vii) *Power of the Promoters to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912	8·30	Information	not available.				
1st qr. of 1913	8·30						
1913-14	8·30						
1914-15	8·30						

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 47 / Sub-head (*a*) **NADIAD-KAPADVANJ RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—30th March 1911.

The construction of this line by the Guzerat Railways Company was sanctioned by the Railway Board in their letter No. 546-R.C., dated the 28th February 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
A point near Nadiad station to Kapadvanj	5-3-13	27·86	27·86

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed rails laid on steel trough sleepers, Indian State Railway pattern.

Ballast.—The line is ballasted throughout with heavy laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 30th April 1914, between the Secretary of State and the Guzerat Railways Company, as to the construction, maintenance, management and working of the line by the Guzerat Railways Company.

Main provisions of agreement—

As noted under 43 (*a*), Godhra-Lunavada railway (2′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits to, (−), the Government of India.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1st qr. of 1913.	27·86	9,25,052	6,571	1,810	0·20	...	1,810	0·20	61	72·45
1913-14 .	27·86	12,50,471	1,02,727	41,218	3·30	...	41,218	3·30	70	59·68
1914-15 .	27·86	13,42,443	1,19,495	39,421	2·93	+4,722	44,143	3·29	82	67·01

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 46}}{\text{Sub-head (a)}}$ **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—28th November 1905.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shahdara to Saharanpur	15-10-07	92·50	92·50

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on sâl sleepers.

Ballast.—The line is ballasted with stone and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 1,000.

Local Government order and agreement—

The Shahdara-Saharanpur Tramway Company order, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 339-187-R., dated the 18th April 1904;

Agreement, dated the 11th October 1905, *between the Government of the United Provinces of Agra and Oudh and Messrs. Martin & Co., of Calcutta, (called "the Promoters") for and on behalf of the Shahdara (Delhi)-Saharanpur Light Railway Company*, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 1363-R.-187, dated the 22nd November 1905;

} as to the construction, maintenance and working of the line from Shahdara to Saharanpur.

Main provisions of Local Government order and agreement—

(i) *Land.*—
(ii) *Government aid.*— } The Local Government provide free of charge for the purposes of the railway sufficient land for a single 5′ 6″ gauge line, together with land for all conveniences and works approved under clause 8 of the agreement. In addition to this the Company are authorised to use for the purpose of the railway, but not for the purpose of any building or erection connected therewith, portions not exceeding six feet in width of the local roads passing between Shahdara and Saharanpur.

(iii) *Distribution of profits.*—Surplus profits in any year in excess of 4 per cent upon the paid up capital of the Company shall be divided equally between the Government and the Company; payments on account but subject to adjustment being made at close of first half-year.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and maximum and minimum rates for goods in conjunction with the General classification of Goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government Officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 48}}{\text{Sub-head (a)}}$ **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of Local Government order and agreement—*concld.*

(vi) *Power of the Government to determine agreement.*—Upon the expiration of 21 years after the date of opening, or 23 years from the date of the Local Government order sanctioning the construction of the line, whichever is earlier, or at the end of successive periods of seven years thereafter, the Local Government have, by giving 12 months' previous notice, the right of terminating the agreement by paying to the Company the value calculated at 25 years' purchase of the average annual profits of the Company for the preceding three years, subject to a minimum of the capital expended and a maximum of 25 per cent in excess of that sum. In the event of its being determined to construct a railway on a different gauge in place of the tramway, and if the Government and the Company fail to agree that the alteration shall be made by the Company, then and in such case, the Government have the right to acquire the tramway at any time on giving 12 months' notice in writing and paying to the Company a sum 25 per cent in excess of its capital expenditure.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	23·02	33,02,226	1,01,146	29,788	0·90	45	70·55
1908	22·63	41,35,292	3,35,533	1,41,823	3·43	70	57·73
1909	22·63	41,56,890	4,05,856	1,96,014	4·71	84	51·70
1910	22·50	41,97,317	5,04,282	2,78,330	6·67	105	44·80
1911	22·50	42,16,557	5,33,232	3,10,746	7·37	126	41·61
1912	22·50	42,51,039	6,10,763	3,54,779	8·34	160	41·87
1st qr. of 1913	22·50	42,69,811	1,93,252	1,26,997	2·97		34·28
1913-14	22·50	43,42,552	6,17,500	3,48,514	8·02	138	43·53
1914-15	22·50	43,89,762	6,48,190	3,57,708	8·14	134	44·76

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 49}}{\text{Sub-head (a)}}$. **TEZPORE-BALIPARA LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the company.—2nd October 1893.

This line was authorised for construction under the Indian Tramways Act, 1886, by the Hon'ble the Chief Commissioner of Assam on the 1st June 1895. On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway, 2 miles long, was constructed at the expense of the Borjuli Tea Company connecting the Borjuli Tea Factory with Rangapara station on the Tezpore-Balipara Light railway. It was worked by the Tezpore-Balipara Light railway but from February 1908 has been closed to public traffic.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tezpore Ghat to Bindukuri	9-8-94	8·10	
Bindukuri to Balipara	1-9-95	12·00	
TOTAL	...	...	20·10

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on Nahor or Gonserai sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezpore and Rangapara, 16 miles, is 1 in 125 and between Rangapara and Balipara, 4 miles, 1 in 100.

Local Government order—

Tezpore-Balipara Steam Tramway Company order, published under the Notification by the Hon'ble the Chief Commissioner of Assam, No. 33, dated the 1st June 1895, as to the construction, maintenance and working of the line.

Main provisions of Local Government order—

(i) *Land.*—Provided at the cost of the Company, other than that which is not held under decennial *puttas* or where the holders have not acquired land-holder's rights, provided free of cost. Free use of one side of a provincial or local road is authorised for the purpose of laying the line only.

(ii) *Government aid.**—Supply, free of royalty, of timber for sleepers from Government forests for the first construction of the line only, and a payment by the Tezpore Local Board, of a subsidy of Rs. 5,000 per annum up to the end of March 1914.

* Letter from the Hon'ble the Chief Commissioner of Assam, No. 3720, dated the 10th November 1893.
Government of India, Public Works Department, letter No. 139 R.C., dated the 2nd February 1894.
Railway Board's letter No. 342 R.T., dated the 22nd February 1909.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—Certain rates for carriage of passengers and goods have been fixed, but the full control over charges of all kinds is reserved by the Chief Commissioner.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, Postal Officers and servants on duty.—Conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government Officials and Government stores.— } Nil.
(*c*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine contract.*—After the line has been opened for 15 years and thereafter at terms of 7 years each, the Government, by giving 12 months' previous notice, have the right to terminate the contract and take over the line by paying to the Company the value of the property as a dividend-earning investment together with a bonus of 20 per cent over and above such value.

It has since been decided not to give notice of purchase to the Company on the 1st September 1909 and to defer purchase.
[Telegram from the Government of Eastern Bengal and Assam, No. 804-R., dated the 22nd July 1909.]

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract [if not determined under* (vi)*].*—None specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	* Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905	20·10	4,87,240	1,03,380	27,082	5·56	5,000	32,082	6·58	99	73·80
1906	20·10	4,87,240	1,14,740	34,976	7·18	5,000	39,976	8·20	110	69·51
1907	20·10	4,87,240	1,11,569	28,951	5·94	5,000	33,951	6·97	107	74·05
1908	20·10	4,87,240	88,990	20,972	4·30	5,000	25,972	5·33	86	76·45
1909	20·10	4,87,240	85,964	23,618	4·84	5,000	28,618	5·87	84	72·33
1910	20·10	4,87,240	94,015	25,945	5·32	5,000	30,945	6·35	90	72·46
1911	20·10	4,87,240	1,14,875	31,892	6·54	5,000	36,892	7·57	110	72·33
1912	20·10	4,87,240	1,20,635	34,709	7·12	5,000	39,709	8·14	116	71·25
1st qr. of 1913.	20·10	4,87,240	27,378	4,035	0·08	...	4,035	0·08	129	85·26
1913-14.	20·10	4,87,240	1,34,638	40,489	8·31	5,000	45,489	9·35	105	69·96
1914-15.	20·10	4,87,240	1,35,559	36,620	7·51	...	36,620	7·51	136	73·96

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 50}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—

Date of registration of the company.—1879.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Siliguri to Kurseong	23-8-80	31·75	
Kurseong to Sonada	1-2-81	9·50	
Sonada to Ghum	4-4-81	5·87	
Ghum to Darjeeling	4-7-81	3·63	
Darjeeling to Darjeeling Bazar	16-6-85	0·25	
TOTAL	...	...	51·00

Details of construction—

Permanent-way.—The line is laid throughout with 41¼-lb. flat-footed steel rails on wooden sleepers These are being renewed with a special section steel rail, 41¼ lbs. to the yard as required.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri, where sand has been used. On the hill section, where necessary, broken stone ballast has been put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

Contract and agreement—

Contract, dated the 8th April 1879, *between the Secretary of State and the late Mr. Franklin Prestage*, as to the construction, maintenance, management and working of the railway.

Agreement, dated the 24th January 1913, *between the Secretary of State and the Darjeeling-Himalayan Railway Company*, providing for the exclusion from the Company's capital of the preference shares raised for buying up the shares of the Darjeeling-Himalayan Railway Extensions Company for the purposes of clause 16 of the contract of 8th April 1879.

Main provisions of contract and agreement—

(i) *Land.*—Government land, and the right to use the existing cart road, to be granted to the Company free of cost. Other land necessary, if any, to be acquired by the Government and transferred to the Company at cost price.

(ii) *Government aid.*—The Government undertake to pay to the Company any sum required to make up its gross receipts to two lakhs of rupees annually.

(iii) *Distribution of profits.*—After the first five years half the net profits of any year in excess of 5 per cent on the paid up capital to be applied in repayment to the Government of the amount expended on the maintenance of the cart road during the same year, or in making good a deficiency in gross receipts.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.

(v) *Special obligations as to the conveyance of*—

(*a*) Mails, troops, police, high Government Officials and Government stores.—Mails and Post office servants to be carried by the Company in consideration of a payment by the Government of Rs. 10,260 yearly. [No special provision exists as to troops, police, high Government Officials and Government stores.]

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vi) *Power of the Government to determine contract.*—
(vii) *Power of the Company to surrender contract.*— } If the railway should not be completed within 18 months, or if at any period it should not be worked for six consecutive months, the Company is to surrender the road and land acquired from the Government, receiving any sum due to it for permanent improvements to the road or works connected with it.

After the railway has been opened for 25 years (reckoning from the 4th May 1884), and thereafter at intervals of 10 years, the Government have the power, by giving 12 months' previous notice to terminate the contract and take over the line on payment to the Company of its value as a dividend-earning investment, with an additional bonus of 20 per cent over and above such value.

NOTE.—Government relinquished the right to terminate the contract at the end of the 25th year, and decided to allow the terms and conditions of the contract of the 8th April 1879 to continue for a further period of 10 years, *viz.*, to May 1919, *vide* Railway Board's letter No. 1412 R. T., dated the 1st August 1908, to the Secretary to the Government of Bengal, Railway Department.

(viii) *Term of contract.*—None specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 50}{\text{Sub-head (d)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits.	Total income (column 5—column 7).	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	51·00	37,51,562	9,72,644	4,09,514	10·91	77,621	3,31,893	8·85	367	57·90
1906 .	51·00	37,43,284	9,50,351	4,01,239	10·72	75,126	3,26,113	8·71	370	59·07
1907 .	51·00	37,58,304	9,49,717	4,29,129	11·43	88,471	3,45,658	9·21	358	54·81
1908 .	51·00	37,47,327	9,44,452	4,21,454	11·24	66,162	3,55,292	9·48	356	55·38
1909 .	51·00	37,72,867	9,89,125	4,39,895	11·66	88,395	3,51,500	9·31	378	55·32
1910 .	51·00	37,94,440	10,03,569	4,41,991	11·65	90,653	3,51,278	9·26	378	55·96
1911 .	51·00	38,51,682	10,29,802	4,44,236	11·53	91,435	3,52,801	9·16	388	56·86
1912 .	51·00	39,25,147	11,38,900	5,11,268	13·02	98,475	4,12,793	10·52	429	55·11
1st qr. of 1913.	51·00	39,55,640	2,43,409	87,282	2·21	14,849	72,433	1·83	367	64·15
1913-14	51·00	40,76,957	11,98,789	5,01,315	12·30	1,08,006	3,93,309	9·65	452	58·18
1914-15	51·00	43,01,734	11,35,682	4,09,576	10·91	97,675	3,71,901	8·64	428	58·65

APPENDIX 1—*contd,*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 51}{\text{Sub-head } (a)}$ **DARJEELING-HIMALAYAN RAILWAY EXTENSIONS.** (2'0" gauge)—

Date of registration of the Company.—20th January 1913.

The construction of this line by the Darjeeling-Himalayan Railway Company for the Darjeeling Himalayan Railway Extensions Company was authorised by the Railway Board in their telegram No. 251-R.C., dated the 6th February 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Kissengunj extension—				
Panchanai to Matigara	16-3-14	2·00		
Matigara to Naxalbari	1-2-15	12·00		
Taibpur to Islampur	1-11-14	8·25		
Islampur to Kissengunj	15-6-14	19·25		
			41·50	
Teesta Valley extension—				
Siliguri to Sivoke	16-3-14	12·12		
			12·12	
Total open mileage	...	...	...	53·62
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Kissengunj extension—				
Naxalbari to Taibpur (sanctioned on 6th February 1913) ...	...	24·25		
Teesta Valley extension—				
Sivoke to Teesta Bridge (sanctioned on 6th February 1913) ...	...	17·38	41·63	41·63
GRAND TOTAL ...	[redacted]	...	...	95·25

Details of construction—

Permanent-way.—The permanent-way consists of 40-lb. British standard section steel rails laid on sal sleepers.

Ballast.—The line is ballasted with sand.

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the Kissengunj extension is of 200 feet radius and that on the Teesta Valley extension, of 100 feet radius.

Gradients.—The steepest gradient is 1 in 100.

Contract.—

Dated the 25th April 1914, *between the Secretary of State and the Darjeeling Himalayan Railway Extensions Company*, as to the construction, maintenance and working of the Darjeeling Himalayan Railway Extensions by the Company.

Main provisions of contract—

(i) *Land.*—Land in British territory provided free of cost to the Company. The Company is also permitted to make such use of any roads for the purposes of the extensions as the Government of Bengal may authorise.

(ii) *Government aid.*—The Government allow to the Company, in respect of each year, by way of rebate, such a sum not exceeding in any year the net earnings of the Eastern Bengal railway, exclusive of earnings derived from the carriage of revenue stores, from traffic originating or terminating on the extensions, as shall, together with the net earnings of the Company or with half the gross earnings after deducting from such half the sum of Rs. 15,000 payable on account of expenses of management, whichever is more, make up an amount equal to interest for the year at a rate of 5 per cent per annum on the actual expenditure charged in the capital account.

(iii) *Distribution of profits.*—When the net earnings of the Company shall exceed the minimum amount sufficient to pay a dividend of 5 per cent per annum such excess shall be divided equally between the Secretary of State and the Company.

(vi) *Rates and fares.*—The rates and fares for the carriage of goods and passengers shall be such as may from time to time be arranged between the Secretary of State and the Company and the classification of goods thereon shall be in conformity with that from time to time in force on State railways of a similar gauge; provided that the maxima rates and fares for the Kissengunj extension will be double, and the minima rates and fares the same as those permissible on the Eastern Bengal railway; and that the maxima rates and fares for the Teesta Valley extension will be those stated in schedule A attached to the contract, and the minima rates and fares the same as those fixed for the Western Extension of the Bengal Dooars railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 51}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY EXTENSIONS** (2′ 0″) gauge)—*concld.*

Main provisions of contract.—*concld.*

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof—
The Company shall carry out all such services as are usually performed by state railways of a similar gauge in the same manner and subject to the same regulations and conditions as to rates and otherwise as are for the time being in force on such railways.

(vi) *Power of the Government to determine. contract.*—The Government may, by giving notice of "determination," determine the contract, if the Company shall fail to complete the railways and make them ready for opening to public traffic throughout by the 31st March 1916, by paying to the Company the fair value of the said railways and work so far as the same shall then have been constructed and shall be relinquished.

The Government may, by giving "notice of purchase," determine the contract, eithe on the 31st March 1916 or on the 31st March in the last year of any subsequent period of 10 years, by paying to the Company 25 times the amount of the average of the yearly net earnings (excluding paymnets on account of rebate) of the Company during the 3 years immediately preceding, but so that the total amount so payable to the Company shall not in any case exceed by more than 20 per cent, or be less than, the total capital expenditure of the Company.

The Government may, by giving "notice of special purchase," determine the contract at any time in the following cases:—

(*a*) when it is considered desirable to alter the gauge of the railway;

(*b*) when it is considered desirable to convert the railway into a line of through communication; and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route) and the Company is unable or unwilling to provide funds for such extension. If the contract be determined by "notice of special purchase" the Government will pay to the Company 25 times the average yearly net earnings during the 3 year preceding the purchase, or 15 per cent of the total capital expenditure, whichever may be the greater.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of Contract* [*if not deremined under* vi].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to, (—), the Secy. of State.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1913-14 .	14·28	22,92,311	Information not available.			...	...	...	...	...
1914-15 .	53·62	39,87,838								

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 52 / Sub-head (a). **GWALIOR LIGHT RAILWAY (2′ 0″ gauge)—**

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Gwalior-Sipri section—				
Gwalior to Sipri	2-12-99	73·81		
Gwalior-Bhind section—			73·81	
Gwalior to Bhind	2-12-99	52·33		
Gwalior-Sheopur-Kalan section—			52·33	
Gwalior to Jora Alapur	1-1-04	31·34		
Jora Alapur to Sabalgarh	1-12-04	26·05		
Sabalgarh to Birpur	1-11-08	19·58		
Birpur to Sheopur Kalan	15-6-09	46·38		
			123·82	
GRAND TOTAL	...	...	...	249·96

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sâl and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve in station yards has a radius of 147 feet. The sharpest curve out of stations has a radius of 287 feet.

Gradients.—The ruling gradient is 1 in 40 on the Gwalior-Sipri section, 1 in 80 on the Gwalior-Sheopur Kalan section and 1 in 150 on the Gwalior-Bhind section.

Agreement—
Main provisions of agreement.— Nil. The Gwalior Light railway is the property of the Gwalior Durbar by whom it was constructed and is maintained, stocked and worked. The working of the trains and traffic of the line was under the control of the Great Indian Peninsula Railway Company up to the 30th June 1913.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	126·14	22,79,267	4,094	—4,113	...	6	258·32
1900	126·14	27,10,557	84,617	—187	...	13	100·16
1901	126·14	31,00,762	82,227	—520	...	13	100·63
1902	126·14	39,77,104	1,09,577	9,346	0·23	17	91·47
1903	126·14	41,76,953	1,66,002	68,226	1·63	25	58·90
1904	183·53	46,62,993	1,89,284	52,501	1·13	22	71·36
1905	183·53	54,72,847	1,89,735	52,745	0·96	20	72·20
1906	183·53	57,87,428	2,58,223	1,12,211	1·94	27	56·54
1907	183·53	63,00,513	3,08,791	1,15,709	1·84	32	62·52
1908	203·08	66,13,092	2,61,725	99,252	1·50	25	62·07
1909	249·96	68,19,289	2,52,537	85,063	1·25	20	66·32
1910	249·96	68,57,494	3,09,295	1,74,444	2·54	28	53·76
1911	249·96	67,47,029	4,05,871	1,71,420	2·54	31	57·76
1912	249·96	67,67,204	5,13,976	2,27,870	3·37	40	55·67
1st qr. of 1913	249·96	67,71,609	1,42,494	1,00,594	1·49	44	29·40
1913-14	249·96	69,14,991	5,14,113	2,20,130	3·18	39	57·18
1914-15	249·96	72,36,676	5,31,293	2,16,515	3·00	41	59·25

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 53}{\text{Sub-head } (a)}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—

Date of registration of the Company.—2nd May 1895.

Running powers—

Foreign line over home line—

Howrah-Sheakhala Light railway, Telkul Ghât to Kadamtala (for passenger and goods trains), 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main line—			
Telkul Ghât (Howrah) to Dumjur	1-7-97	3·20	
Dumjur to Bargachia	2-10-97	5·87	
Bargachia to Maju	4-5-98	5·50	
Maju to Amta	1-6-98	6·62	
			27·19
Champadanga branch—			
Bargachia to Jagatbalabpur	2-10-97	1·50	
Jagatbalabpur to Antpur	1-6-04	8·50	
Antpur to Champadanga	24-8-08	6·68	
			16·68
TOTAL	...	...	43·87

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pynkado on the sections from Munshir Hat to Amta. The line from Bargachia to Champadanga and Bargachia to Munshir Hat is laid with steel rails 30 lbs. to the yard The remainder of the line is relaid with steel rails 35 lbs. to the yard.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Agreements and Local Government orders—

Agreement, dated the 12th June 1889, *between the District Board of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company*, as to the grant of a concession to the Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Board.

Agreement, dated the 27th September 1889, *between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company*, as to the grant of a concession to the Tramways Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Commissioners.

Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, authorising the construction of a tramway from Howrah to Amta.

Agreement, dated the 3rd May 1897, *between the District Board of Howrah and the Bengal District Road Tramways Company* (*Howrah-Amta*), in amendment of the agreement of 12th June 1889.

Agreement, dated the 16th August 1901 (supplemental to the agreements of 1889 and 1897), *between the District Board of Howrah and the Howrah-Amta Light Railway Company*, as to the construction and working of an extension from Jagatbalabpur to Champadanga.

Howrah-Amta Extension order published under the Bengal Government, Railway Department, Notification No. 75-R., dated the 7th April 1902, authorising the construction of the extension from Jagatbalabpur to Champadanga.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 53}}{\text{Sub-head (a)}}$ **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Main provisions of agreements and Local Government orders—

(i) *Land.*—Provided at the cost of Company, other than one side of portions of the road between Howrah and Amta the free use of which is authorised for the purpose of laying the line only.

(ii) *Aid by the District Board.*—The District Board of Howrah either exempt the Company from the tax on account of road cess, or exact only a nominal tax for a period of 21 years, with power of renewal. The Municipal Commissioners of Howrah allow the Company free use of so much of the municipal roads as is necessary for the purpose of laying the line, for a period of 20 years from the 27th March 1895; and thereafter levy a track rent of Rs. 2,000 per mile per annum.

The District Board also pay to the Company, by way of interest on the capital expended, such sum of money as may be required to make the net profits of the Company equivalent to a dividend at the rate of 4 per cent per annum, provided that the Board is not involved on this account in a greater liability than Rs. 1,100 per annum per mile constructed and opened with a maximum of Rs. 28,000 per annum.

(iii) *Distribution of profits.*—Net profits in excess of 4 per cent upon the capital for the time being of the Company is divisible in equal proportions between the District Board of Howrah and the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to Local Government.

(v) *Special obligations as to the conveyance of:—*

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at the end of every 7 years thereafter, the District Board of Howrah, in conjunction with the District Board of Hooghly and the Municipality of Howrah, have by giving 6 months' notice, the right of purchasing the line by paying to the Company its value as a dividend-earning investment, together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+) or share of net profits to, (—) the District Board.	Total income, [column 5 + or — column 7.]	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	37·19	16,41,552	3,28,722	1,79 499	10·93	—39,563	1,39,866	8·52	170	45·42
1906	37·19	18,23,741	3,51,462	1,77,670	9·74	—38,681	1,38,989	7·62	182	49·45
1907 .	37·19	18,88,829	3,70,554	2,03,338	10·79	—40,536	1,62,802	8·64	192	45·13
1908 .	43·87	21,57,189	3,96,131	1,96,412	9·10	—38,678	1,57,734	7·31	193	50·67
1909 .	43·87	21,80,734	4,37,024	2,10,668	9·66	—40,985	1,69,733	7·78	191	51·79
1910 .	43·87	22,24,279	4,83,490	2,15,230	9·67	—45,732	1,69,498	7·62	212	55·48
1911	43·87	23,03,904	4,99,121	2,53,728	10·97	—53,751	1,98,977	8·63	219	49·36
1912	43·87	22,94,838	5,59,302	3,05,869	13·33	—66,129	2,39,710	10·44	245	45·32
1st qr. of 1913.	43·87	23,23,366	1,52 598	76,465	3·29	—16,080	60,405	2·60	267	49·89
1913-14 .	43·87	25,61,026	5,94,843	2,68,927	10·50	—47,009	2,21,918	8·66	261	54·75
1914-15 .	43·87	26,70,739	6,13,106	2,38,783	8·94	—51,593	1,87,190	7·01	269	61·05

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 54}{\text{Sub-head (a)}}$ **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2' 0" gauge)—

Date of registration of the Company.—19th June 1895.

Running powers—

Home line over foreign line :—

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, for passenger and goods trains, 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main line—			
Kadamtala to Chanditala	2-8-97	8·88	
Chanditala to Kistrampur	10-9-97	3·75	
Kistrampur to Sheakhala	7-11-97	4·75	
			17·38
Janai branch—			
Chanditala to Janai.	5-5-98	2·37	2·37
Total	...	...	19·75

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25-lb. to the yard, laid on cross sleepers of pynkado, except on 5·50 miles, between Kadmatala and Baluhati, which have been relaid with 30-lb. steel rails and sal sleepers.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Agreements and Local Government order—

Agreement, dated the 12th June 1889, *between the District Board of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
Agreement, dated the 16th July 1889, *between the District Board of Hooghly and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
Agreement, dated the 27th September 1889, *between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*

} as to the grant of a concession of the right to construct, maintain and work the line from Howrah to Sheakhala.

The Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1895, authorising the construction of the line from Howrah to Sheakhala.

Agreement, dated the 10th January 1898, *between the District Board of Hooghly and the Bengal District Road Tramways Company (Howrah-Sheakhala)*, providing for an increase in the amount of subsidy guaranteed to be paid by the District Board.

Main provisions of agreements and Local Government order—

(i) *Land.*—Provided at the cost of the Company, other than one side of portions of the road between Howrah and Sheakhala, the free use of which is authorised for the purpose of laying the line.

(ii) *Aid by the local authority.*—The District Board of Howrah, for 21 years, with power of renewal, exempt the company from the tax on account of road cess, or exact only a nominal tax; and the District Board of Hooghly guarantee to make up the net profit of the Company equivalent to a dividend of 4 per cent per annum on the capital actually paid up and expended, subject to a maximum of Rs. 950 per annum per mile of line constructed and open. The Municipal Commissioners of Howrah allow to the Company free use of so much of the Municipal roads as is necessary for the purpose of laying the line, for a period of 20 years from the 27th March 1895 ; and thereafter levy a track rent of Rs. 2,000 per mile per annum.

(iii) *Distribution of profits.*—Net profits in excess of 4 per cent upon the capital outlay are divisible between the District Board of Hooghly and the Company in proportion of $\frac{1}{3}$rd to the former and $\frac{2}{3}$rds to the latter.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 54}{\text{Sub-head } (a)}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Main provisions of agreements and Local Government order—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Not specified.

(vi) *Power of the Local authority to determine agreement.*—The District Board of Howrah or that of Hooghly, each in conjunction with the other and with the Municipal Commissioners of Howrah, have the right of determining the agreement and purchasing the line after 21 years from the date of the Local Government order authorising its construction. If purchased by the District Board of Howrah the price will be equal to the value of the whole line, *plus* a bonus of 20 per cent thereon; if purchased by the District Board of Hooghly the price will be the value of the whole line, *plus* a bonus of 15 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of net profits to, (−), the District Board.	Total income.	Percentage of total income on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 . . .	19·75	6,19,894	88,266	38,128	6·15	−2,419	35,709	5·76	78	56·80
1906 . . .	19·75	6,23,896	90,595	37,047	5·94	−2,548	34,499	5·53	80	59·11
1907 . . .	19·75	6,24,966	95,232	39,226	6·28	−2,728	36,498	5·84	84	58·81
1908 . . .	19·75	6,33,249	1,01,052	34,303	5·42	−2,987	31,316	4·94	89	66·05
1909 . . .	19·75	6,50,458	1,07,476	38,522	5·92	−3,595	34,927	5·37	104	64·16
1910 . . .	19·75	6,56,173	1,19,792	63,350	9·65	−5,032	58,318	8·88	116	47·11
1911 . . .	19·75	6,56,138	1,26,090	62,171	9·48	−4,666	57,505	8·76	123	50·68
1912 . . .	19·75	6,61,685	1,41,087	74,861	11·31	−6,785	69,076	10·28	137	46·93
1st qr. of 1913	19·75	6,68,508	38,100	21,863	0·03	−2,213	19,650	0·03	148	42·62
1913-14 . .	19·75	7,18,108	1,57,837	69,653	9·69	−6,282	63,371	8·82	154	55·27
1914-15 . .	19·75	8,26,846	1,56,032	70,546	8·53	−7,231	63,315	7·66	153	54·76

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 55. Sub-head (a) **JAGADHRI LIGHT RAILWAY** (2′ 0″ gauge)—

Date of registration of the Company.—27th August 1909.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total
1	2	3	4
Jagadhri station to Jagadhri city	11-8-11	3·31	3·31

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. flat-footed steel rails laid on sál and deodar sleepers.

Ballast.—The line is ballasted for about a furlong in one place only; the remainder is being ballasted gradually with broken bricks.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Local Government order—

The Jagadhri Light Railway Company order of 1908, published under the Punjab Government Notification No. 754, dated the 15th December 1909, as to the construction, maintenance and working of a steam tramway from Jagadhri station to Jagadhri city.

Main provisions of Local Government order—

(i) *Land.*—Except the portions of the District Board and provincial roads in the district of Ambala which the line is authorised to cross, all land for the purpose of the undertaking is provided at the cost of capital.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Local Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.— } Not
(*b*) Government bullion and coin.— } specified.

(vi) *Power of the Government to determine contract.*—At the expiry of 21 years after first opening throughout for traffic, or at subsequent intervals of 10 years, the local authority, by giving 12 months' notice, has the right to terminate the contract and purchase the undertaking, with the previous sanction of the Local Government, by paying to the Company 25 times the yearly average net earnings of the line during the 3 years preceding the purchase with a maximum of 120 and minimum of 100 per cent of the cost price.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)]—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	3·31	1,05,600	7,903	503	0·47	9	93·64
1912	3·31	1,11,266	25,038	1,720	1·54	145	93·13
1st qr. of 1913 . .	3·31	1,11,467	6,962	1,497	1·34	169	78·48
1913-14 . . .	3·31	1,14,132	25,231	3,423	2·99	147	86·43
1914-15 . . .	3·31	1,18,636	22,320	2,758	2·42	130	87·43

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 56}{\text{Sub-head } (a)}$. **JORHAT (PROVINCIAL) RAILWAY** (2' 0" gauge)—

This line was originally known as the "Kokila Mookh tramway" or the "Kokila Mookh State railway." Its construction out of the Provincial revenues of Assam, for the convenience of the numerous tea-gardens in the neighbourhood of Jorhat, was approved by the Government of India in their letter No. 621-R. C., dated the 11th August 1882.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Gosaigaon to Jorhat	15-12-84	7·00		
Jorhat to Dhali river	15-12-84	9·50		
Dhali river to Titabar	16-7-87	1·75		
			18·25	
Cold weather line—				
Gosaigaon to Borghop	22-10-01	4·75		
Borghop to a point further down the river	3-12-11	2·50		
			7·25	
Mariani branch—				
Chenimara Junction to Mariani	7-1-85	7·00		
			7·00	
TOTAL	...	...	...	32·50

Details of construction—

Permanent-way.—2·51 miles between Jorhat and Gosaigaon are laid with steel rails, 30 lbs. to the yard. About a mile, between Jorhat and Chenimara, 4·25 miles, between Chenimara and Mariani, 0·75 mile, between Chenimara and Titabar, and 4·00 miles, between Jorhat and Gosaigaon, and one mile between Gosaigaon and River terminus are laid with steel rails, 25 lbs. to the yard. The rest of the line, including the section from Gosaigaon to Borghop and the alternative cold weather section across Gosaigaon channel, is laid with steel rails, 18 lbs. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—The ruling gradient is about 1 in 800, except on the Jorhat-Chenimara section where it is 1 in 400.

Contract—

Nil.—The line is owned and worked by the State.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905	30·25	9,08,441	78,600	2,458	0·27	36,480	—34,022	48	96·87
1906	31·75	9,09,185	92,540	12,995	1·43	32,515	—19,520	59	85·96
1907	31·75	9,29,798	91,667	523	0·06	31,723	—31,200	55	99·43
1908	31·75	9,29,930	1,01,098	11,258	1·21	31,681	—20,423	62	88·86
1909	31·65	9,52,583	99,533	11,288	1·18	31,748	—20,465	60	88·66
1910	30·00	9,68,204	95,976	7,529	0·78	31,959	—24,430	59	92·16
1911	32·00	9,72,295	1,09,457	31,354	3·22	32,885	—1,531	70	71·35
1912	32·50	9,84,343	1,22,406	33,066	3·36	33,541	—473	79	72·98
1st qr. of 1913.	32·50	10,43,645	30,528	9,324	0·89	10,369	—1,045	78	69·46
1913-14	32·50	10,64,859	1,30,085	39,846	3·74	35,717	+4,129	82	69·36
1914-15	32·50	10,71,745	1,21,520	—6,352	...	37,382	—43,734	78	105·23

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 57.}}{\text{Sub-head (a)}}$ **KULASEKHARAPATNAM-TISAIYANVILAI LIGHT RAILWAY** (2′ 0″)—

This line in the Tinnevelly district was originally constructed for the sole use of the East India Distilleries and Sugar Factories (Limited). The maintenance and use of the line for public traffic have since been authorised in Madras Government Order No. 1134-L., dated the 19th June 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kulasekharapatnam to Tisaiyanvilai (sanctioned on 19th June 1914) . . .	...	20·75	20·75

Number $\frac{\text{Main head 58.}}{\text{Sub head (a)}}$ **TARIKERE-NARASIMHARAJAPURA RAILWAY** (2′ 0″ gauge)—

The construction of this line by the Mysore Durbar, under the provisions of the Mysore Tramway Regulation No. II of 1906, was sanctioned by the Government of India in the Foreign Department letter No. 3225-I.B., dated the 25th September 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total	Grand total.
1	2	3	4	5
Tarikere, on the Birur-Shimoga railway, to Lakvalli ...	15-1-15	12·00	12·00	
UNDER CONTRUCTION OR SANCTIONED FOR CONSTRUCTION.				
Lakvalli to Narasimharajapura (sanctioned on 25th September 1913).	...	13·00	13·00	
Grand total ...	...	...	...	25·00

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. flat-footed rails laid on steel sleepers.

Ballast.—The line is for the present packed up on earth ballast.

Fencing.—The line is unfenced throughout.

Curves.—The radius of the sharpest curve is 119 feet.

Gradients.—From Tarikere the up grade is 1 in 50. The down grade is 1 in 66·6 uncompensated for curves.

Agreement—

Nil. The line is owned and worked by the Mysore Government.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, i e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1914-15 . .	12·00	2,50,673	Information not available.		...	...	...

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1915.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1915.		
				SECTION OPENED.			MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	5' 6" GAUGE.										
											I.—STATE LINES WORKED
1	Cawnpore-Banda ...	21-4-13	O. & R. Ry.	20-7-14	Hamirpur Road	Khirada ...	42·90	...	76·27	...	76·27
2	Eastern Bengal ...	2-1-62	E. B. Ry.	20-10-14	Dum Dum Junction.	Canal Junction	1·66	1·66 (Second line.)	413·81	125·78 (double) 1·69 (triple) 20·68 (quadruple).	559·96
				20-10-14	Pattipooker ...	Chitpore ...	...	1·17			
				25-1-15	Poradaha ...	Bhairamara ...	...	11·73			
				2-3-15	Poradaha ...	Jagati ...	...	4·28			
				1-1-15	Bhairamara ...	Ishurdi ...	10·98	10·98			
				1-1-15	*Ishurdi* ...	Shakhole ...	3·24	...			
				1-11-14	Shakhole ...	Santahar ...	44·63	...			
				11-11-14	Naihati ...	Halishahar ...	...	1·69 (3rd line.)			
							60·51	31·51		146·15	
3	Jakhal-Hissar ...	1-11-13	N. W. Ry.	...	...	...	...	...	50·22	...	50·22
4	North Western ...	13-5-61	N. W. Ry.	20-5-14	Begmanji ...	Janvri ...	...	4·11	(c) 3,035·85	673·58 (double)	3,709·43
				20-5-14	Khararo ...	Chahi ...	...	6·74			
								10·85			
5	Oudh and Rohilkhand ...	23-4-67	O. & R. Ry.	6-4-14	Sitapur city...	Sitapur Cantonment.	0·77	...	(c) 1,502·97	20·98 (double)	1,523·95
				11-5-14	Saharanpur ...	Khan Alampura	...	1·35 (2nd line)			
							0·77	1·35			
	Total ...	...	...	...	...	...	104·18	43·71	5,079·12	840·71	5,919·83
	3' 3½" GAUGE.										
6	Cawnpore-Burhwal (3' 3½" gauge) link.	24-11-96	B. & N. W. Ry. Co.	...	...	...	...	...	(g) 79·60	...	79·60
7	Eastern Bengal ...	28-8-77	E. B. Ry.	6-11-14	Kandirpara	Ghat line	5·90	...	1,036·70	7·29 (double)	1,043·99
				1-9-14	Teesta Junction	Lalmonirhat...	...	7·29 (2nd line.)			
							5·90	7·29			
8	Oudh and Rohilkhand ...	1-4-99	B. & N. W. Ry. Co.	...	...	...	...	...	(h) 2·18	...	2·18
	Total ...	...	...	...	...	...	5·90	7·29	1,118·48	7·29	1,125·77
	2' 6" GAUGE.										
9	Eastern Bengal ...	18-7-81	E. B. Ry. ...	...	...	...	...	...	35·10	...	35·10
10	Kalka-Simla	9-11-03	N. W. Ry.	...	...	...	...	...	59·92	...	59·92
11	Kohat-Thal	1-4-03		...	...	...	...	...	61·75	...	61·75
12	Nowshera-Durgai ...	1-1-01		...	...	...	...	...	40·25	...	40·25
13	Trans Indus (Kalabagh-Bannu).	15-6-13		...	...	...	...	...	88·91	...	88·91
	Total ...	...	...	...	...	...	...	...	285·93	...	285·93
	2' 0" GAUGE.										
14	Jorhat (Provincial) ...	15-12-84	Assam Administration.	...	...	...	...	...	32·50	...	32·50
	Total State lines worked by the State.	...	...	...	...	...	110·08	51·00	6,516·03	848·00	7,364·03

DIX 2.

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31st MARCH 1915.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1915.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY THE STATE.										
76·27	7·20	8 3 47	13-12-10	O. & R. Ry.	Sumerpore...	Belatal ...	(*a*) 64·55	...	1	(*a*) Not commenced.
749·16	341·01	1,090·17	24-7-12	E. B. Ry....	*New goods approach*— Kakurgachi Road.	North of Sealdah.	...	(*b*) 0·76 (3rd and 4th lines).	2	(*b*) Work commenced.
			0-0-12	E. B. Ry....	Jadabpur ...	Baruipur ...	...	(*b*)10·65 (2nd line).		
								11·41		
50·22	6·99	57·21	...	...	...	...	...	...	3	(*c*) Includes 26·28 miles of mixed (5′ 6″ and 3′ 3¾″) gauge line between Bhatinda and Kot Kapura over which the Bombay, Baroda and Central India (3′ 3¾″ gauge) railway trains also work.
4,383·01	1,228·77	(*d*) 5,611·78	...	...	...	...	...	...	4	
1,544·93	(*f*)337·25	1,882·18	...	...	...	...	...	...	5	(*d*) Excludes 10·36 miles of sidings constructed but not worked, as also 1·68 miles of main line and 4·89 miles of sidings of the Delhi Durbar railway worked over by the East Indian railway.
6,808·59	1,921·22	8,724·81	...	...	...	...	64·55	11·41		(*e*) Excludes 2·18 miles of 3′ 3¾″ gauge line at Benares shown under 3′ 3¾″ gauge, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3¾″) gauge line, between Burhwal and Bara Banki, 1·17 miles of 3′ 3¾″ gauge track over the Ramgunga bridge, Bareilly, and 0·49 mile of mixed (5′ 6″ and 3′ 3¾″) gauge track over the Ramgunga bridge, Moradabad, over which the Rohilkund and Kumaon railway trains also work.
79·60	(*f*)11·32	90·92	...	...	...	...	...	...	6	
1,051·28	280·37	1,331·65	...	...	...	...	...	...	7	
2·18	...	2·18	...	...	...	...	...	...	8	(*f*) Includes 1·06 miles of 3′ 3¾″ gauge sidings on mixed (5′ 6″ and 3′ 3¾″) gauge section between Burhwal and Bara Banki
1,133·06	291·69	1,424·75	...	...	...	...	...	...		
35·10	1·85	36·95	...	...	...	...	...	...	9	
59·92	8·98	68·90	...	...	...	...	...	...	10	
61·75	3·53	65·28	...	...	...	...	...	...	11	(*g*) Excludes 3·40 miles of the Lucknow-Bareilly railway, between Aishbagh and Daliganj worked over, but includes 16·79 miles referred to in remark (*e*) above and 0·59 mile over the Ganges bridge, Cawnpore.
40·25	6·00	46·25	...	...	...	...	...	...	12	
88·91	14·71	103·62	17-1-13	N. W. Ry.	Laki ...	Tank ...	(*g*) 47·37	...	13	
285·93	35·07	321·00	...	...	...	...	47·37	...		
32·50	2·04	34·54	.5	...	...	...	...	...	14	(*h*) Length between the O. & R. Ry. Cantonment and the B. & N. W. Ry. City stations at Benares.
8,255·08	2,230·02	10,505·10	...	...	...	...	111·92	11·41		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1915.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1915.		
				Section opened.			Mileage opened.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	5' 6" Gauge.								II.—STATE LINES WORKED		
15	Agra-Delhi Chord ...	15-11-04	G. I. P. Ry. Co.	...	...	...	...	...	123·10	2·78 (double)	125·88
16	Baran-Kotah ...	1-7-08		...	...	...	...	...	40·29	...	40·29
17	Bengal-Nagpur ...	6-4-80	B. N. Ry. Co.	10-1-15	Bhowrah Branch Connection of B. N. and E. I. railways at Nonoodih—	Pathardih Link	0·62	...	1,803·49	73·23 (double)	1,876·72
				5-3-15	B. N. Ry's. own line ...		0·93	...			
				5-3-15	B. N. & E. I. Ry's. joint line ...		0·21	...			
							1·76	..			
18	Bezwada Extension ...	10-2-89	N. G. S. Ry. Co.	...	...	...	...	...	20·58	...	20·58
19	Bhopal Itarsi (British section).	1-6-82	G. I. P. Ry. Co.	...	...	...	...	...	12·13	...	12·13
20	Bombay, Baroda and Central India.	10-2-60	B. B. & C. I. Ry. Co.	...	...	...	...	...	739·09	257·21 (double)	996·30
21	East Indian	15-8-54	E. I. Ry. Co.	30-4-14	Gya ...	Kastha ...	...	2nd line. 4·93	1,806·26	614·35 (double) 20·59 (triple) 3·58 (quadruple) 0·85 (sextuple).	2,445·63
				4-5-14	Ganj Khwaja...	Moghal Sarai...	...	3rd line. 3·14			
								8·07			
										639·37	
22	Great Indian Peninsula	18-4-53	G. I. P. Ry. Co.	29-9-14	Betul ...	Amla ...	14·31	...	1,830·50	648·14 (double)	2,499·64
				12-8-14	Ravali ...	Mahim ...	1·30	1·30 (2nd line.)		21·00 (quadruple.)	
				30-3-15	Shegaon ...	Murtajapur ...	...	46·49 (2nd line.)			
				4-2-15	Curry Road ...	Thana ...	...	16·71 (3rd & 4th lines)			
							15·61	64·50		669·14	
23	Madras and Southern Mahratta.	1-7-56	M. & S. M. Ry. Co.	...	...	...	...	...	(c) 986·79	44·94 (double)	1,031·73
24	South Bihar (f) ...	5-7-99	E. I. Ry. Co.	...	...	...	...	...	79·19	...	79·19
25	South Indian ...	23-5-60	S. I. Ry. Co.	...	...	...	...	...	445·94	...	445·94
	Total ...	...	...	...	...	...	17·37	72·57	7,887·36	1,686·67	9,574·03

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31st MARCH 1915.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31st MARCH 1915.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES.										
128·66	49·92	178·58	..	...	...	...	...	...	15	
40·29	3·39	43·68	...	...	...	...	...	..	16	
1,949·95	474·55	2,424·50	26-1-06 17-5-12 31-8-14 27-12-12	B. N. Ry. Co.	Raipur ... Chandrapura B. N. & E. I. Ry. joint line at Nonoodih. Bankura ...	Parvatipuram Bermo Bhojoodih ...	(a)260·67 (b)11·62 (b)0·25 ...	.. ... (b)51·25 (2nd line).	17	(a) Work commenced on 37·48 miles only. (b) Work commenced.
							272·54	51·25		
20·58	1·45	22·03	...	...	...	...	...	...	18	
12·13	(c)	12·16	...	...	...	...	...	...	19	(c) Included with the Native State section, serial No. 131.
1,253·51	254·37	1,507·88	...	...	...	...	...	...	20	
3,116·15	1,012·61	4,128·76	28-5-13 27-5-13 23-11-14 21-4-13 29-11-13	E.I.Ry. Co.	Toposi ... Burdwan ... Allahabad Fort Branch extension to Daraganj. Baidyabati... Uttarpara ...	Baraboni ... Kamarkundu Bhadreswar Lillooah ...	(b)6·41 (b)37·80 (b) 1·85	... (b 37·80 (2nd line.) (b) 2·46 3·21 (3rd line.)	21	
							46·06	43·47		
3,210·79	724·06	3,934·85	8-6-08 8-6-08 8-6-08 8-6-08 8-6-08 6-3-12	G. I. P. Ry. Co.	Amla ... Pandhurna Amla ... Hirdagarh Jamai ... Tank Bundur	Pandhurna Nagpur ... Hirdagarh ... Jamai Parassia ... Victoria Terminus.	(b) 38·80 (b) 64·94 (b) 35·25 (b) 6.69 (b) 11·64 (d) 1·96	... ... 1·96 (2nd line.)	22	(d) This is an overhead connection of the Harbour Branch extension.
							159·28	1·96		
1,076·67	208·85	1,285·52	17-4-13	M. & S. M. Ry. Co.	Guntur ...	Tenali ...	(b)15·86	...	23	(e) Includes 1·90 miles of mixed (5' 6" and 3' 3½") gauge line between Bezwada and Kistna Block hut.
79·19	8·63	87·82	...	...	...	...	...	...	24	(f) Although a leased line, it is for convenience shown under the head "State lines worked by Companies."
445·94	71·94	517·88	...	...	...	...	...	...	25	
11,333·86	2,809·77	14,143·63	...	...	...	...	493·74	96·68		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1915.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1915.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	3′ 3⅜″ GAUGE.										II.—STATE LINES WORKED
26	Assam-Bengal ...	1-7-95	A. B. Ry. Co.	1-6-14	Daulat Kandi Ghat.	Tangi ...	39·07	...	847·98	...	847·98
27	Bombay, Baroda and Central India.	14-2-73	B. B. & C. I. Ry. Co.	...	...	...	...	...	(b) 1,812·63	(c) 3·01	1,815·64
28	Burma	2-5-77	B. Rys. Co.	...	...	...	...	...	1,222·91	118·94 (double)	1,341·85
29	Burma extensions ...	15-4-07	B. Rys. Co.	...	...	...	...	...	186·93	...	186·93
30	Dhone-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	...	...	...	...	...	32·00	...	32·00
31	Jodhpur-Hyderabad (British section) (g).	18-8-92	J. B. Ry. ...	...	...	...	...	...	123·98	...	123·98
32	Lucknow-Bareilly ...	12-10-81	R. & K. Ry. Co.	15-4-14	Dudhwa ...	Gauri Phanta	14·49	...	312·51	...	312·51
33	Madras and Southern Mahratta.	24-3-84	M. & S. M. Ry. Co.	...	...	...	...	...	(h) 1,519·60	...	1,519·60
34	Mysore section (Madras and Southern Mahratta railway).	1-2-81		...	...	...	...	..	296·28	...	296·28
35	Nilgiri	15-6-99	S. I. Ry. Co.	...	...	...	...	...	28·96	...	28·96
36	Palanpur-Deesa (i) ...	8-11-93	B. B. & C. I. Ry. Co.	...	..	...	...	...	17·28	...	17·28
37	South Indian ...	15-7-61	S. I. Ry. Co.	1-12-14	Dhanushkodi Jetty.	Dhanushkodi Point.	1·57	...	881·49	...	881·49
38	Southern Shan States ...	15-6-12	B. Rys. Co.	15-12-15	Yinmabin ...	Kalaw ...	40·96	...	70·25	...	70·25
				15-2-15	Kalaw ...	Aungban ..	7·19	...			
39	Tinnevelly-Quilon (Travancore) (British section).	1-6-02	S. I. Ry. Co.	...	...	...	...	...	50·41	...	50·41
40	Tirhoot	1-11-75	B. & N. W. Ry. Co.	...	...	...	...	...	778·40	10·05 (double)	788·45
	Total ...	...	...	...	...	...	102·38	...	8,181·61	132·00	8,313·61

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31st MARCH 1915.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31st MARCH 1915.						Serial No.	Remarks.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	Section sanctioned. From	Section sanctioned. To	Mileage sanctioned. Single line.	Mileage sanctioned. Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES—*contd.*										
847·98	155·27	1,003·25	4-9-14 13-11-12 24-3-14	A. B. Ry. Co.	Daulat Kandi Fenchuganj... Ashuganj Jn.	Bhairab Bazar Sylhet ... Ferry Ghat...	(*a*)3·54 (*a*)15·15 (*a*)0·80 19·49	... ...	26	(*a*) Work commenced.
(*d*) 1,818·65	(*e*) 376·45	2,195·10	...	...	...	...	...	...	27	(*b*) Includes 5·17 miles on 5′ 6″ gauge, of which 2·10 miles at Ujjain are worked by the Bombay, Baroda and Central India railway (5′ 6″ gauge) and 3·07 miles at Agra worked by the East Indian railway.
1,460·79	320·04	1,780·83	...	...	...	...	...	...	28	(*c*) Includes 0·09 mile on 5′ 6″ gauge at Delhi worked by the Agra-Delhi Chord railway.
										(*d*) Includes 5·35 miles on the 5′ 6″ gauge.
										(*e*) Includes 12·66 miles on the 5′ 6″ gauge.
186·93	39·42	226·35	1-6-06	B. Rys. Co.	Begayet ...	Neikban ...	(*f*) 66·25	...	29	(*f*) In abeyance.
32·00	2·32	34·32	...	...	...	...	...	...	30	(*g*) The Native State section of this railway forms an integral part of the Jodhpur railway.
123·98	17·72	141·70	...	...	...	...	...	...	31	
313·51	50·06	363·57	...	...	...	...	...	...	32	
1,519·60	174·04	1,693·64	...	...	...	...	...	...	33	(*h*) Includes 1·90 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bezwada and Kistna Block hut.
296·28	31·74	328·02	...	...	...	...	...	...	34	
28·96	4·52	33·48	...	...	...	...	...	...	35	
17·28	1·29	18·57	...	...	...	...	...	...	36	(*i*) This line is the joint property of Government and the Palanpur Durbar.
861·49	165·66	1,047·15	...	...	...	...	...	...	37	
70·25	1·67	71·92	23-7-09	B. Rys. Co.	Aungban ...	Yawnghwe	(*j*)34·25	...	38	(*j*) Not commenced.
50·41	(*k*)13·30	63·71	...	...	...	...	...	...	39	(*k*) Includes sidings on the Native State section, serial No. 154.
798·50	158·28	956·78	9-2-11	B. & N. W. Ry. Co.	Rosera Ghat	Khagaria ...	(*a*)55·08	...	40	
8,415·61	1,519·28	9,9 57·89	...	...	...	...	155·07	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1915.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1915.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	2' 6" GAUGE.										
									II.—STATE LINES WORKED		
41	Broach-Jambusar ...	23-11-14	B. B. C. I. Ry. Co.	23-11-14	Broach ...	Jambusar ...	29·78	...	29·78	...	29·78
42	Gondia-Chanda ...	10-11-08	B. N. Ry. Co.	...	...	...	...	...	216·06	...	216·06
43	Jubbulpore-Gondia Extension.	18-4-03	B. N. Ry. Co.	...	...	...	...	...	311·87	...	311·87
44	Morappur-Hosur ...	18-1-06	S. I. Ry. Co. Co.	...	...	...	...	...	73·40	...	73·40
45	Nagpur-Chhindwara ...	1-1-11	B. N. Ry. Co.	...	...	...	...	...	93·23	...	93·23
46	Purulia-Ranchi ...	15-11-07	B. N. Ry. Co.	...	...	...	...	...	115·30	...	115·30
47	Raipur-Dhamtari ...	10-9-00	B. N. Ry. Co.	...	...	...	...	...	56·94	...	56·94
48	Tirupattur-Krishnagiri...	18-9-05	S. I. Ry. Co.	...	...	...	...	...	25·38	...	25·38
	Total ...	...	...	...	...	...	29·78	...	922·66	...	922·66
	Total State lines worked by Companies.	...	...	...	...	...	149·53	73·57	16,991·63	1,818·67	18,810·30
							III.—BRANCH LINE COMPANIES' RAILWAYS				
	2' 6" GAUGE.								(A) WORKED BY THE		
49	Ahmadpur-Katwa ...	...	...	...	...	...	...	...	...	...	...
50	Bankura-Damoodar River	...	...	...	...	...	...	...	...	...	...
51	Burdwan-Katwa ...	...	...	...	...	...	...	...	...	...	...
	Total (A) ...	...	...	...	...	...	...	...	...	...	...
	5' 6" GAUGE.								(B) WORKED BY THE		
52	Hardwar-Dehra ...	1-3-00	O. & R. Ry.	...	...	...	...	...	32·04	...	32·04
	2' 6" GAUGE.										
53	Dasghara-Jamalpurgunj	...	...	...	...	...	...	...	...	...	...
	Total (B) ...	...	...	...	...	...	...	...	32·04	...	32·04
	Total Branch line Companies' railways under guarantee terms.	...	...	...	...	...	...	...	32·04	...	32·04
							IV.—BRANCH LINE COMPANIES' RAILWAYS				
	2' 6" GAUGE.								(A) WORKED BY THE		
54	Godhra-Lunavada ...	4-2-13	Gujerat Rys. Co.	1-9-14	Lunavada Road	Lunavada ...	1·15	...	25·45	...	25·45
55	Nadiad-Kapadvanj ...	5-3-13	Gujerat Rys. Co.	...	...	...	...	...	27·86	...	27·86
	Total ...	...	...	...	...	...	1·15	...	53·31	...	53·31
	2' 0" GAUGE.										
56	Darjeeling-Himalayan Extensions.	16-3-14	D.H.E. Ry. Co.	15-6-14	Kissengunj ...	Islampur ...	19·25	...	53·62	...	53·62
				1-11-14	Islampur ...	Taibpur ...	8·25	...			
				1-2-15	Matigara ...	Naxalbari ...	12·00	...			
							39·50				
	Total(A) ...	...	...	...	...	...	40·65	...	106·93	...	106·93

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31st MARCH 1915.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31st MARCH 1915.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES—*concld.*										
29·78	1·91	31·69	...	...	...	...	...	...	41	(*a*) Work commenced.
216·06	19·10	235·16	26-8-04	B. N. Ry. Co.	Babupeth ...	Chanda ...	(*a*) 2·26	...	42	
311·87	39·11	350·98	24-6-04	B. N. Ry. Co.	Khirsadoh ...	Sirgora ...	(*b*) 8·43	...	43	(*b*) Not commenced.
73·40	4·15	77·55	...	...	...	...	...	...	44	
93·93	7·42	101·35	...	...	...	...	...	...	45	
115·30	10·17	125·47	...	...	...	...	...	...	46	
56·94	3·62	60·56	...	...	...	...	...	...	47	
25·38	2·52	27·90	...	...	...	...	...	...	48	
922·66	88·00	1,010·66	...	...	...	...	10·69	...		
20,702·13	4,410·05	25,112·18	...	...	...	...	659·50	96·68		
UNDER GUARANTEE TERMS.										
BRANCH LINE COMPANY.										
...	...	...	16-11-14	A. K. Ry. Co.	Ahmadpur ...	Katwa ...	(*a*)32·19	...	49	
...	...	...	1-5-14	B. D. R. Ry. Co.	Bankura ...	Raina ...	(*a*)60·60	...	50	
...	...	...	30-12-13	B. K. Ry. Co.	Burdwan ...	Katwa ...	(*a*)32·69	...	51	
...	...	...	...	...	...	...	125·48	...		
MAIN LINE.										
32·04	4·47	36·51	...	...	...	...	...	...	52	
...	...	...	17-2-15	B. P. Ry. Co.	Dasghara ...	Jamalpurgunj	(*a*) 8·30	...	53	
...	...	...	...	...	...	...	8·30	...		
32·04	4·47	36·51	...	...	...	...	133·78	...		
UNDER REBATE TERMS.										
BRANCH LINE COMPANY.										
25·45	1·95	27·40	...	...	...	...	...	...	54	
27·86	4·02	31·88	...	...	...	...	...	...	55	
53·31	5·97	59·28	...	...	...	...	...	...		
53·62	...	53·62	6-2-13	D. H. Ry. Co.	Naxalbari ...	Taibpur ...	(*a*)24·25	...	56	
					Sivoke ...	Teesta Bridge.	(*a*)17·38	...		
							41·63			
106·93	5·97	112·90	...	...	...	...	41·63	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1915.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1915.		
				Date of opening.	SECTION OPENED. From	SECTION OPENED. To	MILEAGE OPENED. Single line.	MILEAGE OPENED. Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage
1	2	3	4	5	6	7	8	9	10	11	12

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1915.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1915.						Serial No.	REMARKS.
					SECTION SANCTIONED.		MILEAGE SANCTIONED.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
UNDER REBATE TERMS—*contd.*										
THE MAIN LINE.										
54·26	8·12	62·38	...	...	...	...	...	...	57	
45·40	2·00	47·40	...	...	...	...	...	...	58	
...	...	...	3-12-13	N. W. Ry.	Mandra ...	Bhon ...	(*a*)46·34	...	59	(*a*) Work commenced.
...	...	...	13-3-14	(*b*)	Phagwara ...	Rahon ...	(*a*)26·80	...	60	(*b*) Hoshiarpur Doab Branch Railways Company.
...	...	...	10-10-13	E. B. Ry....	Ishardi ...	Serajganj ...	(*c*)49·91	...	61	(*c*) Portion since opened.
...	...	...	26-1-15	N. W. Ry.	Sialkot ...	Narowal ...	(*a*)38·15	...	62	
425·63	87·33	512·95	...	...	...	...	...	...	63	
133·48	16·82	150·30	...	...	...	...	...	...	64	
152·04	16·62	168·66	...	...	...	...	...	...	65	
208·19	22·29	230·48	...	...	...	...	...	...	66	
155·48	10·17	165·65	...	...	...	...	...	...	67	
1,174·47	163·35	1,337·82	...	...	...	...	161·20	...		
33·54	2·78	36·32	...	...	...	...	...	...	68	
88·70	(*d*) 13·42	102·12	...	...	...	...	...	...	69	(*d*) Includes 1·63 miles on the 5' 6" gauge.
55·22	11·55	66·77	...	...	...	...	...	...	70	
177·46	27·75	205·21	...	...	...	...	...	...		
27·26	1·70	28·96	...	...	...	...	...	...	71	
67·48	5·85	73·33	9-4-12	G. I. P. Ry. Co.	Karanja ...	Yeotmal ...	(*a*)50·25	...	72	
76·70	3·54	80·24	...	...	...	...	...	...	73	
...	...	...	17-3-15	G. I. P. Ry. Co.	Pachora ...	Jamner ...	(*e*)34·62	...	74	(*e*) Not commenced.
...	...	...	30-9-14		Pulgaon ...	Arvi ...	(*a*)21·75	...	75	
171·44	11·09	182·53	...	...	...	...	106·62	...		
1,523·37	202·19	1,725·56	...	...	...	...	267·82	...		
1,630·30	208·16	1,838·46	...	...	...	...	309·45	...		
THE GOVERNMENT OF INDIA.										
191·64	24·06	215·70	11-9-13	D.U.K. Ry. Co.	Panipat ...	Mile 14·81	(*a*)14·81	...	76	
191·64	24·06	215·70	...	...	...	...	14·81	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1915.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1915.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
									V.—COMPANIES' LINES SUBSIDIZED		
	5′ 6″ Gauge.										
	Brought forward ...	...	...	...	...	...	...	...	191·64	...	191·64
	3′ 3¾″ GAUGE.										
77	Bengal and North-Western. (a)	2-4-84	B. & N. W. Ry. Co.	...	...	...	...	...	1,238·67	...	1,238·67
78	Bengal Dooars extensions (a)	20-4-00	B. D. Ry. Co.	...	...	...	...	...	116·56	...	116·56
79	Mirpur Khas-Jhudo (a)...	18-4-09	J. B.Ry.	...	...	...	...	...	50·43	...	50·43
80	Mirpur Khas-Khadro (a)	1-1-12	J. B.Ry.	...	...	...	...	...	49·50	...	49·50
81	Rohilkund and Kumaon	12-10-84	B. & K. Ry. Co.	...	...	...	...	...	256·32	...	256·32
	Total ...	...	...	...	...	...	...	...	1,711·48	...	1,711·48
	2′ 6″ GAUGE.										
82	Barsi Light (a) ...	1-3-97	B. Lt. Ry. Co.	...	...	...	...	...	115·84	...	115·84
83	Champaner-Shivrajpur Light. (a)	2-2-11	Shivrajpur(b) Syndicate.	29-3-15	Shivrajpur ...	Ghata ...	6·00	...	26·24	...	26·24
84	Dehri-Rohtas Light ...	6-2-11	D. R. Lt. Ry. Co.	...	...	...	...	...	23·83	...	23·83
85	Dwara-Therria Light (a)	....	...	...	...	...	...	...	...	...	...
86	Powayan Light (a) ...	17-6-90	R. & K. Ry. Co.	...	...	...	...	...	39·50	...	39·50
87	Shahdara (Delhi)-Saharanpur Light. (a)	7-5-07	S. S. Lt. Ry. Co.	...	...	...	...	...	92·50	...	92·50
	Total ...	...	...	...	...	...	6·00	...	297·91	...	297·91
	2′ 0″ GAUGE.										
88	Matheran Light (a) ...	22-3-07	G. I. P. Ry. Co.	...	...	...	...	...	12·61	...	12·61
	Total Companies' lines subsidized by the Government of India.	...	...	...	...	...	6·00	...	2,213·64	...	2,213·64
									VI.—COMPANIES' LINES SUBSIDIZED		
	3′ 3¾″ GAUGE.										
89	Dibru-Sadiya ...	15-8-82	Assam Rys. & Trading Co.	...	...	...	...	...	86·02	...	86·02
	2′ 6″ GAUGE.										
90	Buthidaung-Maungdaw...	...	...	...	...	...	...	...	...	...	...
	2′ 0″ GAUGE.										
91	Darjeeling-Himalayan ...	23-8-80	D. H. Ry. Co.	...	...	...	...	...	51·00	...	51·00
	Total Companies' lines subsidized by Local Governments.	...	...	...	...	...	...	...	137·02	...	137·02
									VII.—UNASSISTED		
	3′ 3¾″ GAUGE.										
92	Ledo and Tikak-Margherita colliery.	17-2-84	Assam Rys. & Trading Co.	...	...	...	...	...	5·50	...	5·50
	Carried over ...	...	...	...	...	...	...	...	5·50	...	5·50

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31st MARCH 1915.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31st MARCH 1915.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY THE GOVERNMENT OF INDIA—*concld.*										
191·64	24·06	215·70	...	...	...	...	14·81	...		(a) Receives land only from Government.
1,238·67	198·62	1,437·29	...	...	...	...	...	...	77	(b) The working has been transferred to Messrs. Killick Nixon and Co. with effect from 1st April 1915.
116·56	13·11	129·67	26-9-13	B.D.Ry. Co.	Chalsa ...	Matelli ...	(c) 5·31	...	78	(c) Work commenced.
50·43	2·63	53·06	...	...	...	...	...	...	79	
49·50	3·00	52·50	...	...	...	...	...	...	80	
256·32	35·39	291·71	17-6-09	R. & K. Ry. Co.	Shahbaznagar	Shahjahanpur	(c) 2·56	...	81	
1,711·48	252·75	1,964·23	...	...	...	...	7·87	...		
115·84	13·34	129·18	21-11-08	B. Lt. Ry. Co.	Pandharpur station.	Pandharpur town.	3·39	...	82	
26·24	3·09	29·33	24-1-13	K. N. & Co.	Ghata ...	Pani ...	6·13	...	83	
23·83	3·67	27·50	...	...	...	...	...	...	84	
...	...	...	15-5-02	Khassia Hills (Assam) Coy. Ltd.	Dwara ... / Maolong ...	Maolong ... / Therria Ghat	(c) 13·50 / (d) 6·00 / 19·50	... / ...	85	(d) Not commenced.
39·50	1·25	40·75	...	...	...	...	...	...	86	
92·50	8·62	101·12	...	...	...	...	...	...	87	
297·91	29·97	327·88	...	...	...	...	29·02	...		
12·61	1·18	13·79	...	...	...	...	...	...	88	
2,313·64	307·96	2,521·60	...	...	...	...	51·70	...		
BY LOCAL GOVERNMENTS.										
86·02	18·55	104·57	...	...	...	...	...	...	89	
...	...	...	6-6-11	Arakan Flotilla Company.	Buthidaung	Maungdaw	(c) 18·50	...	90	
51·00	5·61	56·61	...	...	...	...	...	...	91	
137·02	24·16	161·18	...	...	...	...	18·50	...		
COMPANIES' LINES.										
5·50	7·66	13·16	...	...	...	...	...	...	92	
5·50	7·66	13·16	...	...	...	...	...	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1915.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1915.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	3' 3⅜" Gauge.										VII.—UNASSISTED
	Brought forward ...	...	...	...	...	...	...	...	5·50	...	5·50
	2' 6" GAUGE.										
93	Ambaji-Taranga Light ...	...	...	...	...	...	...	...	...	...	...
94	Madaya Light ...	10-2-12	M. Lt. Ry. Co.	...	...	...	...	...	8·30	...	8·30
95	Bengal Provincial ...	7-11-94	B. P. Ry. Co.	...	...	...	...	...	33·27	...	33·27
	Total ...	...	...	...	...	...	...	...	41·57	...	41·57
	2' 0" GAUGE.										
96	Jagadhri Light ...	11-8-11	J. Lt. Ry. Co.	...	...	...	...	...	3·31	...	3·31
97	Kulasekharapatnam-Tisaiyanvilai Light.	...	...	...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	...	...	3·31	...	3·31
	Total Unassisted Companies' lines.	...	...	...	...	...	...	...	50·38	...	50·38
	5' 6" GAUGE.										VIII.—DISTRICT
98	Tenali-Bepalli ...	...	...	...	...	...	...	...	...	...	...
	3' 3⅜" GAUGE.										
99	Bezwada-Masulipatam ...	4-2-08	M. & S. M. Ry. Co.	...	...	...	...	...	51·80	...	51·80
100	Podanur-Pollachi ...	...	...	...	...	...	...	...	...	...	...
101	Tanjore District Board...	2-4-94	S. I. Ry. Co.	15-2-15	Nidamangalam	Mannargudi ...	8·58	...	111·94	...	111·94
	Total ...	...	...	...	...	...	8·58	...	163·74	...	163·74
	Total District Board lines.	...		...	...	...	8·58	...	163·74	...	163·74
											IX.—COMPANIES' LINES
	3' 3⅜" GAUGE.										
102	Bengal Docars ...	15-1-93	B. D. Ry. Co	...	...	...	...	...	36·40	...	36·40
	2' 6" GAUGE.										
103	Arrah-Sasaram Light ...	6-3-11	A. S. Lt. Ry. Co.	12-11-14	Sasaram ...	Tarachandi Hill	4·76	...	65·26	...	65·26
104	Barasat-Basirhat Light ..	1-2-05	B. B. Lt. Ry. Co.	12-10-14	Pattipooker ...	Shambazar ...	1·12	...	52·24	...	52·24
105	Bukhtiarpur-Bihar Light.	1-7-03	B. B. Ry. Co.	...	...	...	...	...	33·00	...	33·00
106	Jessore-Jhenidah ...	1-10-13	J. J. Ry. Co...	...	...	...	...	...	36·80	...	36·80
107	Tezpore-Balipara Light...	9-8-94	T. B. Lt. Ry. Co.	...	...	...	...	...	20·10	...	20·10
	Total ...	...	...	...	...	...	5·88	...	207·40	...	207·40
	2' 0" GAUGE.										
108	Howrah-Amta Light ...	1-7-97	H. A. Lt. Ry. Co.	...	...	...	...	...	43·87	...	43·87
109	Howrah-Sheakhala Light	2-8-97	H. S. Lt. Ry. Co.	...	...	...	...	...	19·75	...	19·75
	Total ...	...	...	...	...	...	...	...	63·62	...	63·62
	Total Companies' lines subsidized by District Boards.	...	...	...	...	...	5·88	...	307·42	...	307·42

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1915.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1915.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	
COMPANIES' LINES—*concld.*										
5·50	7·66	13·16	...	...	...	...	...	...		
...	...	...	8-7-11	A. T. Lt. Ry. Co.	Varetha Jn. Baroda Frontier.	Baroda Frontier. Samaia ...	(*a*) 1·50 (*a*) 18·00 19·50	... ...	98	(*a*) Work commenced.
8·30	...	8·30	13-2-06	M.Lt. Ry. Co.	Madaya ...	Toungbyon	(*a*) 7·70	...	94	
33·27	2·31	35·58	...	...	...	...	...	...	95	
41·57	2·31	43·88	...	...	...	...	27·20	...		
3·31	0·55	3·86	...	...	...	...	...	...	96	
...	...	...	19-6-14	East India Distilleries and Sugar Factories, Ltd. of Madras.	Kulasekharapatnam.	Tisaiyanvilai	(*a*) 20·75	...	97	
3·31	0·55	3·86	...	...	...	...	20·75	...		
50·38	10·52	60·90	...	...	...	...	47·95	...		
BOARD LINES.										
...	...	...	9-4-13	M.&S.M.Ry.Co.	Tenali ...	Repalli ...	(*a*) 21·10	...	98	
51·60	7·04	58·64	...	...	...	...	...	...	99	
...	...	...	19-11-13	S. I. Ry. Co.	Podanur ...	Pollachi ...	(*a*) 25·04	...	100	
111·94	10·49	122·43	15-10-12	S. I. Ry. Co.	Tiruturaipundi	Vedaraniem	(*a*) 23·12	...	101	
163·74	17·53	181·27	...	...	...	...	48·16	...		
163·74	17·53	181·27	...	...	...	...	69·26	...		
SUBSIDIZED BY DISTRICT BOARDS.										
36·40	4·80	41·20	...	...	...	...	...	...	102	
65·26	4·13	69·39	...	...	...	...	...	...	103	
52·24	4·08	56·32	...	...	...	...	...	...	104	
33·00	1·87	34·87	...	...	...	...	...	...	105	
36·80	2·70	39·50	...	...	...	...	...	...	106	
20·10	1·11	21·21	...	...	...	...	...	...	107	
207·40	13·89	221·29	...	...	...	...	...	...		
43·37	4·96	48·33	...	...	...	...	...	...	108	
19·75	1·16	20·91	...	...	...	...	...	...	109	
63·62	6·12	66·74	...	...	...	...	...	...		
307·42	24·81	332·23	...	...	...	...	...	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1915.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1915.		
				Date of opening.	Section opened. From	Section opened. To	Mileage opened. Single line.	Mileage opened. Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											X.—NATIVE STATE LINES
	3′ 3¾″ Gauge.										
110	Bhavnagar State ...	2012-80	Bhavnagar Durbar.	...	...	...	...	...	(a) 206·31	...	206·31
111	Bikaner	9-12-91	J. B. Ry. ...	...	...	...	...	...	470·37	...	470·37
112	Chickjajur-Chitaldrug ...	...	...	...	...	...	...	...	...	...	...
113	Dhrangadra	1-6-98	Bhavnagar Durbar.	1-1-15	Dhrangadra ...	Halvad ...	19·70	...	40·13	...	40·13
114	Gondal-Porbandar State	19-1-81	Gondal and Porbandar Durbars.	...	...	...	...	...	(d) 142·01	...	148·01
115	Jamnagar	8-4-97	Navanagar Durbar.	...	...	...	...	...	(e) 54·22	...	54·22
116	Jetalsar-Rajkot ...	12-4-93	G. P. Ry. ...	...	...	...	...	...	46·21	...	46·21
117	Jodhpur	24-6-82	J. B. Ry. ...	12-5-14	Marwar Lohawat	Phalodi ...	17·69	...	604·19	...	604·19
118	Junagad State ...	1-9-88	Junagad Durbar.	...	...	...	...	...	(f) 113·90	...	113·90
119	Khijadia-Dhari ...	1-3-13	G. P. Ry. ...	...	...	...	...	...	25·53	...	25·53
120	Morvi	11-3-90	Morvi Durbar	...	...	...	...	...	73·94	...	73·94
121	Mysore-Arsikere ...	...	...	...	...	...	...	...	...	...	...
122	Okhamandal ...	...	...	...	...	...	...	...	...	...	...
123	Udaipur-Chitorgarh ...	1-8-95	Udaipur Durbar.	...	...	...	...	...	67·30	...	67·30
	Total ...	...	...	...	...	...	37·39	...	1,850·11	...	1,850·11
	2′ 6″ Gauge.										
124	Cutch State	18-5-05	Cutch Durbar	...	...	...	...	...	36·78	...	36·78
125	Dholpur-Bari ...	24-2-08	Dholpur Durbar.	1-7-14	Baseri ...	Tantpur ...	7·95	...	36·38	...	36·38
261	Kolar District ...	15 12-13	Mysore Durbar.	...	...	...	...	...	10·92	...	10·92
127	Morvi	24-3-87	Morvi Durbar	...	...	...	...	...	18·89	...	18·89
	Total ...	...	...	...	...	...	7·95	...	102·97	...	102·97
	2′ 0″ Gauge.										
128	Gwalior Light ...	2-12-99	Gwalior Durbar.	...	...	...	...	...	249·96	...	249·96
129	Pipar-Bilara Light ...	25-11-10	J. B. Railway	...	...	...	...	...	25·25	...	25·25
130	Tarikere-Narasimharaja-pura.	15-1-15	Mysore Durbar.	15-1-15	Tarikere ...	Lakvalli ...	12·00	...	12·00	...	12·00
	Total ...	...	...	...	...	...	12·00	...	287·21	...	287·21
	Total Native State lines worked by Native States.	...	...	...	...	...	57·34	...	2,240·29	...	2,240·29
	5′ 6″ Gauge.										**XI.—NATIVE STATE LINES**
131	Bhopal-Itarsi (Native State section). ...	18-11-84	G. I. P. Ry. Co.	...	...	...	...	...	44·49	...	44·49
132	Bhopal-Ujjain ...	11-11-95		...	...	...	...	...	113·27	...	113·27
133	Bina-Goona-Baran ...	23-9-95		...	...	...	...	...	145·61	...	145·61
134	Jammu and Kashmir (Native State section). (i)	15-3-90	N.W. Ry....	...	...	...	...	...	16·01	...	16·01
135	Jind-Panipat (Native State section). (j)	...	...	...	...	...	...	...	...	...	...
136	Khanpur-Chachran ...	2-7-11	N. W. Ry....	...	...	...	...	...	22·02	...	22·02
137	Kolar Gold-fields ...	1-6-94	M. and S. M. Ry. Co.	...	...	...	...	...	9·88	...	9·88
	Total carried over ..	...	...	...	...	...	...	...	351·28	...	351·28

DIX 2—*contd.*

[a]nctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1915.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1915.							
					SECTION SANCTIONED.		MILEAGE SANCTIONED.		Serial No.	REMARKS.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
WORKED BY NATIVE STATES.										
206·31	31·34	237·65	...	...	...	...	...	...	110	(*a*) Includes 1·03 miles of Dock estate line worked for goods traffic only.
470·37	22·52	492·89	6-3-14	J. B. Ry.	Ratangarh...	Sardarshahr	(*b*) 28·00	...	111	(*b*) Work commenced.
...	...	...	28-1-14	Mysore Durbar.	Chickjajur	Chitaldrug...	(*c*) 21·07	...	112	(*c*) Not commenced.
40·13	3·51	43·64	...	...	...	...	...	...	113	(*d*) Includes 1·55 miles from Porbandar to Porbandar Bandar and 3·70 miles of Ranawao quarry branch worked for goods traffic only.
148·01	18·21	166·22	...	...	...	...	...	...	114	
54·22	3·75	57·97	...	...	...	...	...	...	115	(*e*) Includes 3·93 miles, from Jamnagar to Bedi Bandar worked for goods traffic only.
46·21	4·65	50·86	...	...	...	...	...	...	116	
604·19	43·52	647·71	4-9-14 10-7-14	J. B. Ry.	Jaswantgarh Marwar Junction.	Ladnu ... Sanderao ...	(*b*) 4·56 (*c*) 71·00	...	117	
							75·56			
113·90	11·13	125·03	15-4-14	Junagad Durbar.	Bantva ...	Kutiyana ...	(*g*) 11·17	....	118	(*f*) Includes 0·73 mile of Dungarpur quarry line and 0·30 mile of Veraval Dock estate line worked for goods traffic only.
25·53	3·97	29·50	7-2-13	Baroda Durbar.	Chhaiala ...	Dhari ...	(*b*) 11·71	...	119	
73·94	7·83	81·77	...	...	...	...	...	...	120	
...	...	...	29-10-13	Mysore Durbar.	Mysore ...	Araikere ...	(*b*) 106·50	...	121	
...	...	...	5-6-13	Baroda Durbar.	Kuranga ...	Arthara ...	(*b*) 37·02	...	122	(*g*) Portion since opened.
67·30	4·85	72·15	...	...	...	...	...	...	123	
1,850·11	155·28	2,005·39	...	...	...	...	291·03	...		
36·78	2·70	39·48	20-11-13	Cutch Durbar.	Anjar ...	Bachau ...	(*b*) 23·75	...	124	
36·38	4·50	40·88	...	...	...	...	...	...	125	
10·92	0·78	11·70	11-11-14	Mysore Durbar.	Kolar ...	Chik Ballapur.	(*b*) 38·15	...	126	
18·89	2·70	21·59	...	...	...	...	...	...	127	
102·97	10·68	113·65	...	...	...	...	61·90	...		
249·96	11·98	261·94	...	...	...	...	...	...	128	
25·25	0·63	25·88	...	...	...	...	...	...	129	
12·00	...	12·00	25-9-13	Mysore Durbar.	Lakvalli ...	Narasimharajapura.	(*b*) 13·00	...	130	
287·21	12·61	299·83	...	...	...	...	13·00	...		
2,240·29	178·57	2,418·86	...	...	...	...	365·93	...		
WORKED BY THE MAIN LINE.										
44·49	(*h*) 25·93	70·42	...	...	...	...	...	...	131	(*h*) Includes sidings on the British section, serial No. 19.
113·27	8·97	122·24	...	...	...	...	...	...	132	
145·61	11·64	157·25	...	...	...	...	...	...	133	
16·01	1 02	17·03	...	...	...	...	...	...	134	
...	...	...	11-9-13	D. U. K. Ry. Co.	14·81 miles from Panipat.	Jind ...	(*b*) 28·80	...	135	(*i*) The British section of this railway forms an integral part of the North Western railway.
22·02	3·43	25·45	...	...	...	...	...	...	136	
9·88	5·74	15·62	...	...	...	...	...	...	137	(*j*) The British section of this railway forms an integral part of the Delhi-Umballa-Kalka railway.
351·28	56·73	408·01	...	...	...	...	28·80	...	...	

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1915.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1915.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											XI.—NATIVE STATE LINES
	5'6" GAUGE—*concld.*										
	Brought forward ...	...	...	...	...	...	...	...	351·28	...	351·28
138	Ludhiana-Dhuri-Jakhal	10-4-01	N. W. Ry.	...	...	...	...	...	78·65	...	78·65
139	Nagda-Ujjain ...	15-7-96	B. B. & C. I. Ry. Co.	...	...	...	...	...	34·32	...	34·32
140	Petlad-Cambay (Anand-Tarapur section).	5-5-90	B. B. & C. I. Ry. Co.	...	...	...	...	...	21·50	...	21·50
141	Petlad-Cambay (Tarapur-Cambay section).	20-6-01		...	...	...	...	...	12·30	...	12·30
142	Rajpura-Bhatinda ...	1-11-84	N. W. Ry....	...	...	...	...	...	108·04	...	108·04
	Total ...	...	...	...	...	...	...	...	606·09	...	606·09
	3' 3½" gauge.										
143	Birur-Shimoga ...	1-12-99	M. & S. M. Ry. Co.	...	...	...	...	...	37·92	...	37·92
144	Cooch Behar State ...	15-9-93	E. B Ry.	...	...	...	...	...	33·09	...	33·09
145	Gaekwar's Mehsana ...	31-3-87	B. B. & C.I. Ry. Co.	15-1-15	Patan ...	Wagrod ...	14·72	...	152·72	...	152·72
146	Hindupur (Yesvantpur-Mysore Frontier).	15-12-92	M. & S. M. Ry. Co.	...	...	...	...	...	51·35	...	51·35
147	Hingoli branch ...	15-5-12	N. G. S. Ry. Co.	...	...	...	...	...	50·31	...	50·31
148	Jaipur State ...	10-11-05	B. B. & C. I. Ry. Co.	...	...	...	...	...	72·84	...	72·84
149	Kolhapur State ...	21-4-91	M. & S. M. Ry. Co.	...	...	...	...	...	29·27	...	29·27
150	Mysore-Nanjangud ...	1-12-91		...	...	...	...	...	15·80	...	15·80
151	Sangli State ...	1-4-07		...	...	...	...	...	4·90	...	4·90
152	Secunderabad-Gadwal ...	...	...	...	...	...	...	...	...	...	...
153	Shoranur-Cochin ...	2-6-02	S. I. Ry. Co.	...	...	...	...	...	64·75	...	64·75
154	Tinnevelly-Quilon (Travancore) (Native State section)	1-6-04		...	...	...	...	...	58·05	...	58·05
155	Vijapur-Kalol-Kadi ...	10-6-02	B. B. & C. I. Ry. Co.	...	...	...	...	...	46·11	...	46·11
	Total ...	...	...	...	...	...	14·72	...	617·11	...	617·11
	2' 6" GAUGE.										
156	Bilimora-Kalamba ...	23-7-14	B. B. & C. I. Ry. Co.	23-7-14 23-1-15	Bilimora ... Rankuwa ...	Rankuwa ... Unai ...	13·42 12·90	... ...	26·32	...	26·32
							26·32				
157	Bodeli-Chhota Udaipur...	...		...	...	...	...	...	...	...	...
158	Gaekwar's-Dabhoi ...	8-4-73		...	...	...	...	...	141·98	...	141·98
159	Kosamba-Zankhvav ...	1-5-12		...	...	...	...	...	26·12	...	26·12
	Total carried over ...	...	...	...	...	...	26·32	...	194·42	...	194·42

DIX 2--*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1915.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1915.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
WORKED BY THE MAIN LINE.—*concld.*										
351·28	56·73	408·01	...	...	...	...	28·80	...	...	
78·65	5·98	84·63	...	...	...	...	...	...	138	
34·32	1·06	35·38	...	...	...	...	...	...	139	
21·50	2·97	24·47	...	...	...	...	...	...	140	
12·30	3·81	16·11	...	...	...	...	...	...	141	
108·04	25·07	133·11	...	...	...	...	...	...	142	
606·09	95·62	701·71	...	...	...	...	28·80	...		
37·92	4·57	42·49	...	...	...	...	...	...	143	
33·09	2·80	35·89	...	...	...	...	...	...	144	(*a*) Work commenced.
152·72	17·68	170·40	15-3-12 15-3-12 14-1-13	Baroda Durbar.	Wagrod ... Khalipur ... Wagrod ...	Kakoshi ... Khakhal ... Khareda ...	(*a*)10·00 (*b*)17·12 (*c*)12·44 39·56	... ...	145	(*b*) In abeyance. (*c*) Not commenced.
51·35	4·03	55·38	...	...	...	...	...	...	146	
50·31	6·52	56·83	...	...	...	...	...	...	147	
72·84	(*d*)7·72	80·56	12-12-13 29-1-15	Jaipur Durbar.	Jaipur ... Reengus ...	Reengus ... Sikar ...	(*a*)36·00 (*a*)30·97 66·97	... ...	148	(*d*) Includes 0·22 mile of 5′ 6″ gauge.
29·27	1·89	31·16	...	...	...	...	...	...	149	
15·80	1·09	16·89	...	...	...	...	...	...	150	
4·90	0·29	5·19	...	...	...	...	...	...	151	
...	...	...	27-2-14	N. G. S. Ry. Co.	Secunderabad	Gadwal ...	(*a*) 116·29	...	152	
64·75	10·68	75·43	...	...	...	...	...	...	153	
58·05	(*e*)	58·05	1-10-13	S. I. Ry. Co.	Quilon ...	Trivandrum	(*a*)39·15	...	154	(*e*) Included with the British section, serial No. 39.
46·11	4·63	50·74	...	...	...	...	...	...	155	
617·11	61·90	679·01	...	...	...	...	261·97	...		
26·32	2·16	28·48	5-7-11	Baroda Durbar.	Unai ...	Kalamba ...	(*a*) 3·66	...	156	
...	...	...	2-2-15	B. B. & C. I. Ry. Co.	Bodeli ...	Chhota Udaipur.	22·65	...	157	
141·98	13·47	155·45	9-4-13 24-4-14 25-2-14 25-2-14 26-3-14	Baroda Durbar	Jarod ... Samlaya ... Motipura ... Ghantoli ... Masar Road	Samlaya ... Timba ... Tankbala ... Songir ... Jambusar ...	(*a*) 5·35 (*a*)33·24 (*a*)24·67 (*a*) 2·49 (*a*) 7·22 73·97	... ...	158	
26·12	2·53	28·65	23-3-14	Baroda Durbar.	Zankhvav ...	Bardipada ...	(*c*) 22·57	...	159	
194·42	18·16	212·58	...	...	...	...	126·85	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1915.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1915.		
				Date of opening.	Section opened.		Mileage opened.		Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
					From	To	Single line.	Second, third, etc., lines, as the case may be.			
1	2	3	4	5	6	7	8	9	10	11	12
	2' 6" Gauge—*concld.*										
											XI NATIVE STATE LINES
	Brought forward ...	...	...	...	...	..	26·32	...	194·42	...	194·42
160	Mourbhanj State ...	20-1-05	B.N. Ry. Co.	...	...	...	...	...	32·41	...	32·41
161	Navsari-Kamrej Light ...	...	...	...	...	...	...	...	...	...	...
162	Parlakimedi Light ...	1-4-00	B. N. Ry. Co.	...	...	...	...	...	24·62	...	24·62
163	Petlad-Vaso ...	10-12-14	B. B. & C. I. Ry. Co.	10-12-14	Petlad ...	Vaso ...	15·50	...	15·50	...	15·50
164	Rajpipla State ...	1-7-97		...	...	...	...	...	37·37	...	37·37
	Total ...	...	...	...	...	...	41·82	...	304·32	...	304·32
	Total Native State lines worked by the main line.	...	...		...	...		...	1,527·52	...	1,527·52
	5' 6" Gauge.										
											XII.—COMPANIES' LINES GUARANTEED
165	Nizam's Guaranteed State 3' 3½" Gauge.	9-10-74	N. G. S. Ry. Co.	...	...	...	...	...	(b)330·13	...	330 13
166	Hyderabad Godavari Valley.	21-10-99	N. G. S. Ry. Co.	...	...	...	...	...	(b)390 75	0·38	391·13
	2' 6" Gauge.										
167	Bangalore-Chik Ballapur Light.	15-9-14	Mysore Durbar.	15-9-14	Yelahanka ...	Devanhalli ...	14·72	...	14·72	...	14·72
	Total Companies' lines guaranteed by Native States.	...	...	...	...	...	14·72	...	735·60	0·38	735·98
	3' 3½" Gauge.										
											XIII.—LINES IN FOREIGN TERRITORY WORKED BY
168	Peralam-Karaikkal ...	14-3-98	S. I. Ry. Co.	...	...	...	...	...	14·65	...	14·65
169	Pondicherry ...	15-12-79		...	...	...	...	...	7·85	...	7·85
170	West of India Portuguese	17-1-87	M. & S. M. Ry. Co.	...	...	...	...	...	51·10	...	51·10
	Total Lines in Foreign Territory worked by British Indian Railway Companies ...	...	...	...	...	...	...	...	73·60	...	73·60
	GRAND TOTAL OF ALL RAILWAYS ...	...	...	...	...	...	(c) 615·70	123.57	32,616·99	2,668·61	35,284·70

DIX 2—*concld.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1915.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1915.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
WORKED BY THE MAIN LINE—*concld.*										
194·12	18·16	212·28	...	...	...	...	126·85	...		
32·41	1·76	34·17	...	...	...	...	...	...	160	
...	...	...	4-2-14	Baroda Durbar.	Navsari ...	Kamroj ...	20·00	...	161	
24·62	1·71	26·33	...	...	...	...	...	...	162	
15·50	2·18	17·68	25-6-14	Baroda Durbar.	Vaso ...	Pihij ...	(a)3·48	...	163	(a) Work commenced.
37·37	4·14	41·51	...	...	...	...	...	...	164	
304·32	27·95	332·27	...	...	...	...	150·33	...		
1,527·52	185·47	1,712·99	...	...	...	...	441·10	...		
BY NATIVE STATES.										
330·13	46·82	376·95	...	...	...	...	...	...	165	(b) Includes 5·82 miles of mixed (5' 6" and 3' 3½") gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railway trains work.
391·51	52·65	444·16	...	...	...	...	...	...	166	
14·72	...	14·72	10-9-09	Mysore Durbar	Bangalore ... Devanhalli...	Yelahanka Chik Ballapur.	(a)23·23	...	167	
736·26	99·47	835 83	...	...	...	...	23·23	...		
BRITISH INDIAN RAILWAY COMPANIES.										
14·65	2·13	16·78	...	...	...	...	...	...	168	
7·85	2·37	10·22	...	...	...	...	...	...	169	
51·10	15·65	66·75	...	...	...	...	...	...	170	
73·60	20·15	93·75	...	...	...	...	...	...		(c) This is the actual mileage opened. The *net* mileage added (i.e., mileage actually opened, *plus* or *minus* corrections of mileage, due to realignments, remeasurements, abandonments, etc.) during the financial year ending 31st March 1915 is 628·88 miles.
38,069·52	7,741·34	45,810·86	...	...	...	...	2,232·82	108·09		

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10

DIX 3.

(ii) *total capital outlay to end of the financial year 1914-15.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY THE STATE.												
3,62	1,86	23,46	...	1,89,20	...	22,38,17	2,00	22,40,17	24,410	(a)	3	
1,19	93	33,83	...	...	...	12,61,48	...	12,61,48		(b)	3	
2,93	1,45	39,84	...	3,15,78	...	64,25,85	...	64,25,85		(a)	8	
1,54	1,24	2,64	...	...	...	17,82,78	...	17,82,78				
58	53	...	...	...	...	29,10	...	29,10		(c)	8	
3,29	2,87	...	...	...	...	1,97,44	...	1,97,44	60,269	(n)	8	
71	67	...	...	...	...	43,90	...	43,90		(o)	8	
65	57	28	...	...	...	26,60	...	26,60		(p)	8	
64	55	5,57	...	2	3,30	62,30	19,53	81,83		(q)	8	
1,29	1,05	...	...	68,51	...	21,37,45	...	21,37,45	17,375	(a)	9	
										(d)	9	
1,03	94	...	...	...	...	78,35	...	78,35	522	(b)	9	
32	30	...	...	36	...	10,72	...	10,72	71	(a)	56	
...	...	1,05,62	...	5,73,87	3,30	1,42,94,14	21,53	1,43,15,67	1,02,647			

NOTE 2.—The Premia paid in purchase of companies' lines are as under:—

	£		Rs.
East Indian railway	6,550,000	@ Rs. 15 = £1 =	9,82,50,000
Eastern Bengal railway	1,136,437	,,	= 1,70,46,555
Sindh, Punjab and Delhi railway	2,933,804	,,	= 4,40,07,060
South Indian railway	983,277	,,	= 1,48,39,155
Oudh and Rohilkhand railway	1,036,049	,,	= 1,55,40,735
Great Indian Peninsula railway	14,859,218	,,	= 22,28,88,270
Bombay, Baroda and Central India railway	4,135,280	,,	= 6,20,29,200
Madras railway	2,561,928	,,	= 3,84,28,920

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay during the financial year (in thousands of rupees.)					
				On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.							Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
									II.—STATE LINES WORKED
1	(a)	Bengal-Nagpur	5′ 6″	4,47	1,42,70	29,14	1,76,31	33,85,41	11,18
1	(b)	Gondia-Chanda	2′ 6″						
1	(c)	Jubbulpore-Gondia extension	,,						
1	(e)	Nagpur-Chhindwara	,,	1,93	14,30	1,05	17,28	4,72,31	75
1	(g)	Purulia-Ranchi	,,						
1	(h)	Raipur-Dhamtari	,,						
2	(a)	Bombay, Baroda and Central India *	5′ 6″	...	18,53	61,55	80,08	23,70,54	...
2	(f)	Bombay, Baroda and Central India	3′ 3½″	...	8,04	7,98	16,03	16,42,71	...
2	(k)	Palanpur-Deesa							
2	(n)	Broach-Jambusar	2′ 6″	...	...	2,84	2,84	13,29	...
4	(a)	East Indian	5′ 6″	37,92	2,78,73	79,37	3,96,02	67,96,55	58,84
4	(c)	South Bihar	,,	...	...	...	...	1,19,77	...
5	(a)	Great Indian Peninsula	,,	36,49	1,07,85	1,56,60	3,00,94	58,76,88	1,57,60
5	(b)	Agra-Delhi Chord	,,	...	5	1,47	1,52	1,47,47	...
5	(c)	Baran-Kotah	,,	...	...	...	...	46,48	...
5	(d)	Bhopal-Itarsi (British section)	,,	...	...	†46	46	40,69	...
6	(a)	Madras and Southern Mahratta	,,	5,65	16,20	12,89	34,74	17,83,39	6,61
6	(c)	Madras and Southern Mahratta	3′ 3½″	...	3,56	2,00	5,56	13,49,18	...
6	(f)	Dhone-Kurnool	,,	...	...	—1	—1	10,08	...
6	(j)	Mysore section (M. and S. M.)	,,	...	45	1,01	1,46	1,80,38	...
7	(b)	Beswada extension	5′ 6″	...	...	9	9	12,43	...
10	(a)	SouthIndian	,,	...	6,33	4,43	10,76	6,94,42	...
10	(b)	South Indian	3′ 3½″	...	17,12	21,07	38,19	9,45,80	...
10	(c)	Nilgiri	,,	...	3,46	—10	3,36	81,06	...
10	(f)	Morappur-Hosur	2′ 6″	...	1	—2	—1	29,63	...
10	(k)	Tirupattur-Krishnagiri	,,	...	...	...	...	10,79	...
10	(h)	Tinnevelly-Quilon (Travancore) (British section)	3′ 3½″	...	...	—57	—57	43,63	...
10	(i)	Tinnevelly-Quilon (Travancore) (Native State section)	,,	2,14	...	...	2,14	1,18,03	‡2,64
		Carried over	...	88,60	6,17,33	3,81,25	10,87,18	2,61,70,92	2,37,62

DIX 3—*contd.*

(*ii*) *total capital outlay to end of the financial year 1914-15.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2.)	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES.												
1,80	1,40	47,49	...	1,08,41	...	35,36,31	11,18	35,47,49	24,491	(*a*)	1	
										(*b*)	1	
										(*c*)	1	
59	54	...	...	...	...	4,72,31	75	4,73,06	3,154	(*e*)	1	
										(*g*)	1	
										(*h*)	1	
2,31	1,54	...	...	71,44	...	24,41,98	...	24,41,98	30,328	(*a*)	2	* Includes the capital outlay on the Patri branch (Rs. 8,08,405).
90	74	...	...	70,06	...	17,12,77	...	17,12,77		(*f*)	2	
										(*h*)	2	
45	42	...	...	...	...	13,29	...	13,29	89	(*n*)	2	
2,78	1,65	20,07	...	1,77,49	...	69,94,11	58,84	70,52,95	55,212	(*a*)	4	
1,51	1,36	...	...	...	...	1,19,77	...	1,19,77	798	(*c*)	4	
2,35	1,49	...	...	2,33,14	...	61,00,02	1,57,60	62,57,62	49,530	(*a*)	5	
1,17	83	...	...	...	...	1,47,47	...	1,47,47	983	(*b*)	5	
1,15	1,06	...	...	...	...	46,48	...	46,48	310	(*c*)	5	
3,35	...	...	...	...	...	40,69	...	40,69	271	(*d*)	5	† Includes the expenditure on Native State section also.
1,73	1,39	...	...	69,52	...	18,57,91	6,61	18,59,52	24,536	(*a*)	6	
89	80	...	...	30,32	...	13,79,40	...	13,79,40		(*c*)	6	
31	29	...	...	...	...	10,08	...	10,08	67	(*f*)	6	
61	55	...	...	6,14	...	1,86,52	...	1,86,52	1,376	(*j*)	6	
58	54	...	...	...	...	12,43	...	12,43	83	(*b*)	7	
1,56	1,34	...	...	19,13	...	7,13,55	...	7,13,55	14,745	(*a*)	10	
1,07	90	27,81	...	63,90	...	10,37,51	...	10,37,51		(*b*)	10	
2,80	2,42	...	...	1,76	...	82,82	...	82,82		(*c*)	10	
40	38	...	...	55	...	30,18	...	30,18		(*j*)	10	
43	39	...	...	76	...	11,55	...	11,55		(*k*)	10	
84	...	...	...	...	...	43,63	...	43,63	1,138	(*h*)	10	
2,03	...	21	...	...	6,16	1,18,24	8,80	1,27,04		(*i*)	10	‡ Outlay supplied by Native State.
...	...	95,58	...	8,37,52	6,16	2,71,04,02	2,43,76	2,73,47,80	207,411			

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railways.	Gauge.	Capital outlay during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
								II.—STATE LINES WORKED	
		Brought forward		88,60	6,17,33	3,81,25	10,87,18	2,61,70,92	2,37,62
11	(a)	Assam-Bengal	3' 3½"	4,88	32,78	22,13	59,79	15,13,51	19,64
12	(b)	Tirhoot	"	3,86	69	2,65	7,20	7,60,70	22,35
15	(a)	Burma	"	...	9,05	17,53	26,58	16,93,92	...
15	(b)	Burma extensions	"	...	...	87	87	2,15,44	26
15	(c)	Southern Shan States	"	19,35	1,41	...	20,76	1,49,94	...
20	(c)	Jodhpur-Hyderabad (British section)	"	...	...	49	49	43,90	...
25	(b)	Lucknow-Bareilly	"	...	1,57	2,89	4,46	1,90,39	...
		Total	...	1,16,69	6,62,83	4,27,81	12,07,33	3,07,41,72	2,79,87
		Unclassified Expenditure	...	...	...	...	...	...	...
		Total State Railways	...	1,34,81	9,07,99	6,55,16	16,97,96	4,43,56,37	2,98,10
								III.—Branch line Companies' Railways	
								A—WORKED BY THE BRANCH	
27	(a)	Ahmadpur-Katwa	2' 6"	1,12	...	...	1,12	...	1,12
31	(a)	Bankura-Damoodar River	"	7,53	...	...	7,53	...	7,53
36	(a)	Burdwan-Katwa	"	6,06	78	...	6,84	...	8,05
		Total	...	14,71	78	...	15,49	...	16,70
								B—WORKED BY	
9	(c)	Hardwar-Dehra	5' 6"	...	...	4	4	30,27	...
		Total	...	...	...	4	4	30,27	...
								IV.—Branch line Companies'	
								A—WORKED BY THE BRANCH	
43	(a)	Godhra-Lunavada	2' 6"	...	...	2,19	2,19	13,01	...
47	(a)	Nadiad-Kapadvanj	"	...	—25	76	51	11,97	...
51	(a)	Darjeeling-Himalayan Extensions	2' 0"	13,09	3,12	...	16,21	22,44	17,42
		Total		13,09	2,87	2,95	18,91	47,42	17,42
								B.—WORKED BY	
2	(e)	Tapti Valley	5' 6"	...	...	31	31	1,31,79	...
2	(g)	Ahmedabad-Dholka	3' 3½"	...	...	...	...	11,17	...
2	(h)	Ahmedabad-Parantij	"	...	...	9	9	37,18	...
		Carried over ...	...	...	...	40	40	1,80,14	...

DIX 3—*contd.*

(*ii*) *total capital outlay to end of the financial year 1914-15.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES—*concld.*												
...	...	95,58	...	8,37,52	6,16	2,71,04,02	2,43,78	2,73,47,80	207,411			
1,78	1,51	73,68	...	17,62	40	16,04,81	20,04	16,24,85	16,670	(*a*)	11	
96	80	11,78	...	22,09	23	7,94,57	22,58	8,17,15	5,448	(*b*)	12	
1,26	95	17,63	...	60,68	...	17,72,23	...	17,72,23	14,062	(*a*)	15	
1,17	97	2,41	...	...	...	2,20,85	26	2,21,11		(*b*)	15	
2,13	2,06	...	...	2,72	...	1,52,66	...	1,52,66		(*c*)	15	
35	31	26	...	5	...	44,21	...	44,21	295	(*c*)	20	
61	53	...	...	11,91	...	*2,02,30	...	2,02,30	1,374	(*b*)	25	*Includes the outlay of Rs. 67,72,651 or £ 451,510 on State Works incurred from the joint debenture stock.
...	...	2,01,34	...	9,52,59	6,79	3,18,95,65	2,86,66	3,21,82,31	2,39,260			
...	...	...	...	...	...	...	...	91,37	609			
...	...	3,06,96	...	15,26,46	10,09	4,61,89,79	3,08,19	4,65,89,35	342,516			
under Guarantee terms.												
LINE COMPANY.												
...	...	...	...	...	...	...	1,12	1,12	7	(*a*)	27	
...	...	...	...	...	95	...	8,48	8,48	57	(*a*)	31	
...	...	...	...	...	22	...	8,27	8,27	55	(*a*)	36	
...	...	...	...	...	1,17	...	17,87	17,87	11			
THE MAIN LINE.												
94	83	...	...	...	...	30,27	...	30,27	202	(*c*)	9	
...	...	...	...	...	...	30,27	...	30,27	202			
Railways under Rebate terms.												
LINE COMPANY.												
51	47	...	...	2	...	13,03	...	13,03	87	(*a*)	43	
43	40	...	...	1,45	...	13,42	...	13,42	89	(*a*)	47	
42	42	...	...	...	2	22,44	17,44	39,88	266	(*a*)	51	
...	...	...	...	1,47	2	48,89	17,44	66,33	442			
THE MAIN LINE.												
35	30	...	...	...	...	1,31,79	...	1,31,79	879	(*e*)	2	
33	31	...	...	...	...	11,17	...	11,17	74	(*g*)	2	
42	36	...	...	...	...	37,18	...	37,18	248	(*h*)	2	
...	...	...	...	...	...	1,80,14	...	1,80,14	1,201			

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay during the Financial year (in thousands of rupees).					
				On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.							Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
								IV.—Branch Line Companies'	
								B—WORKED BY	
		Brought forward	...	...	...	40	40	1,80,14	...
3	(c)	Sara-Serajganj	5' 6"	35,35	...	...	35,35	...	41,29
3	(d)	Mymensingh-Jamalpur-Jagannathganj	3' 3½"	...	...	20	20	26,59	...
5	(g)	Dhond-Baramati	2' 6"	...	68	94	1,62	11,60	...
5	(h)	Ellichpur-Yeotmal	"	...	80	14,14	14,94	35,55	26,47
5	(k)	Pulgaon-Arvi	"	61	...	...	61	...	61
8	(b)	Amritsar-Patti	5' 6"	...	...	2,94	2,94	32,50	...
8	(e)	Jullundur-Mukerian	"	17,66	...	...	17,66	17,90	...
8	(i)	Southern Punjab (Main line)	"	...	...	6,26	6,26	2,62,48	...
8	(j)	Southern Punjab (Jullundur Doab)	"	...	...	1,18	1,18	1,81,32	...
8	(k)	Southern Punjab (Ludhiana extension)	"	...	...	59	59	92,46	...
8	(l)	Southern Punjab (Sutlej Valley)	"	...	...	25	25	1,52,98	...
8	(r)	Mandra-Bhon	"	16,92	...	...	16,92	...	20,00
8	(s)	Phagwara-Bahon	"	9,28	...	...	9,28	...	9,39
8	(t)	Sialkot-Narowal	"	8,23	...	...	8,23	...	8,23
8	(m)	Jacobabad-Kashmor	2' 6"	6,24	3,93	...	10,17	20,55	...
		Total	...	94,29	5,41	26,90	1,26,60	9,64,07	1,05,99
								V.—Companies' Lines subsidized	
4	(b)	Delhi-Umballa-Kalka	5' 6"	1,77	...	2,23	4,00	1,82,25	2,08
5	(i)	Matheran Light*	2' 0"	...	...	...	...	11,39	...
12	(a)	Bengal and North-Western*	3' 3¾"	—85	66	2,17	1,98	9,66,37	4
13	(b)	Bengal Dooars Extensions*	"	1,02	1,01	61	2,64	94,72	1,20
20	(d)	Mirpur Khas-Jhudo*	"	...	...	...	...	7,24	...
20	(e)	Mirpur Khas-Khadro*	"	...	...	...	...	8,23	...
25	(a)	Rohilkund and Kumaon	"	...	1,37	73	2,10	1,69,32	...
25	(c)	Powayan Light*	2' 6"	...	...	...	...	8,95	...
38	(a)	Barsi Light*	"	4,84	...	92	5,76	70,64	5,38
39	(a)	Champaner-Shivrajpur Light*	"	1,78	16	12	2,06	9,23	3,61
40	(a)	Dehri-Rohtas Light	"	...	...	27	27	5,86	...
43	(a)	Dwara-Therria Light*	"	75	...	...	75	...	6,17
48	(a)	Shahdara (Delhi)-Saharanpur Light*	"	...	26	24	50	46,41	...
		Total	...	9,31	3,46	7,29	20,06	15,71,61	18,43

DIX 3—*contd.*

(ii) *total capital outlay to end of the financial year 1914-15.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
Railways under Rebate terms—concld.												
THE MAIN LINE—*concld.*												
...	...	...	...	...	...	1,80,14	...	1,80,14	1,201			
...	...	...	...	...	14,96	...	56,25	56,25	375	(e)	3	
48	41	...	...	...	...	26,59	...	26,59	177	(d)	3	
43	40	...	...	21	...	11,81	...	11,81	79	(g)	5	
53	48	...	...	23	18	35,78	26,65	62,43	416	(h)	5	
...	...	...	...	...	...	...	61	61	4	(k)	5	
60	52	...	...	...	...	32,50	...	32,50	217	(b)	3	
39	38	...	...	1,98	...	19,88	...	19,88	133	(c)	3	
62	51	...	...	...	...	2,62,48	...	2,62,48	1,614	(i)	3	
98	87	...	...	...	...	1,31,32	...	1,31,32	875	(j)	3	
61	55	...	...	...	...	92,46	...	92,46	617	(k)	3	
78	66	...	...	...	...	1,53,98	...	1,53,98	1,020	(l)	3	
...	...	...	...	...	2,27	...	22,27	22,27	148	(r)	3	
...	...	...	...	...	...	...	9,39	9,39	63	(s)	3	
...	...	...	...	...	1,67	...	9,90	9,90	66	(t)	3	
27	26	...	...	45	...	21,00	...	21,00	140	(m)	3	
...	...	...	...	2,87	19,08	9,66,24	1,25,97	10,92,01	7,145			
by the Government of India.												
95	84	...	...	...	...	1,82,25	2,08	1,84,33	1,229	(b)	4	
90	83	...	...	...	...	11,39	...	11,39	76	(i)	5	*Receives land only from Government.
78	67	24,06	...	6,93	...	9,91,36	4	9,91,40	6,962	(a)	12	
81	73	...	...	4,07	...	98,79	1,20	99,99	667	(b)	13	
14	14	...	...	...	...	7,24	...	7,24	48	(d)	20	
17	16	...	...	...	...	8,23	...	8,23	55	(e)	20	
66	58	...	...	7	...	1,69, 39	...	1,69,39	1,163	(a)	25	
23	23	...	...	...	...	18,95	...	8,95	60	(c)	25	† Includes an expenditure of Rs. 6,18,993 incurred prior to the transfer of the working of the line to the Rohilkund and Kumaon Railway Company.
61	55	...	...	3,86	...	74,50	5,33	79,83	532	(a)	33	
46	40	...	...	24	180	9,47	4,61	14,08	94	(a)	38	
25	21	...	...	40	...	6,26	...	6,26	42	(a)	40	
...	...	...	...	...	80	...	6,97	6,97	46	(a)	42	
47	43	...	...	49	...	43,90	...	43,90	293	(a)	43	
...	...	24,06	...	16,06	1,80	16,11,73	20,23	16,31,96	11,237			

(i) Capital outlay during the financial year and

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railways.	Gauge.	Capital outlay during the financial year (in thousands of rupees).					
				On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.							Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
								VI.—COMPANIES' LINES SUBSIDIZED	
17	(a)	Dibru-Sadiya	3′ 3½″	...	1,00	96	1,96	1,09,94	...
37	(a)	Buthidaung-Maungdaw	2′ 6″	3,54	2,04	...	5,58	...	13,27
50	(a)	Darjeeling-Himalayan	2′ 0″	...	1,08	38	1,46	39,19	...
		Total	...	3,54	4,12	1,34	9,00	1,49,13	13,27
								VII.—UNASSISTED	
17	(b)	Ledo and Tekak-Margherita Colliery	3′ 3½″	...	...	...	...	16,94	...
28	(a)	Ambaji-Taranga Light	2′ 6″	2,03	...	...	2,03	...	5,11
34	(a)	Bengal Provincial	,,	...	...	7	7	11,31	...
46	(a)	Madaya Light	,,	...	...	...	...	Information not	
55	(a)	Jagadhri Light	2′ 0″	...	...	...	...	1,12	...
57	(a)	Kulasekharapatnam-Tiruviyanvilai Light.	,,	2,06	...	...	2,06	...	2,06
		Total	...	4,09	...	7	4,16	29,37	7,17
								VIII.—DISTRICT	
6	(m)	Tenali-Repalli	5′ 6″	8,02	...	...	8,02	...	8,62
6	(d)	Bezwada-Masulipatam	3′ 3½″	...	...	...	...	22,04	...
10	(g)	Tanjore District Board	,,	18	...	1,87	2,05	53,72	18
10	(l)	Podanur-Pollachi	,,	2,84	...	...	2,84	...	3,33
		Total	...	11,04	...	1,87	12,91	75,76	12,13
								IX.—COMPANIES' LINES SUBSIDIZED	
13	(a)	Bengal Doears	3′ 3½″	...	93	20	1,13	31,41	...
29	(a)	Arrah-Sasaram Light	2′ 6″	...	...	46	46	22,64	...
32	(a)	Baraset-Basirhat Light	,,	...	1	3	4	22,64	...
35	(a)	Bukhtiarpur-Bihar Light	,,	...	5	3	8	12,70	...
44	(a)	Jessore-Jhenidah	,,	...	...	...	...	Information not	
49	(a)	Tezpur-Balipara Light	,,	...	...	...	...	4,87	...
53	(a)	Howrah-Amta Light	2′ 0″	...	3	1,24	1,27	25,15	...
54	(a)	Howrah-Sheakhala Light	,,	...	...	15	15	7,05	...
		Total	...	...	1,02	2,11	3,13	1,26,46	...

DIX 3—*contd.*

(*ii*) *total capital outlay to end of the financial year 1914-15.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense.)		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY LOCAL GOVERNMENTS.												
1,28	1,05	22	...	1,50	...	1,11,66	...	1,11,66	744	(*a*)	17	
...	...	...	...	...	1,04	...	14,31	14,31	95	(*a*)	37	
77	69	...	...	3,83	...	43,02	...	43,02	287	(*a*)	50	
...	...	22	...	5,33	1,04	1,54,68	14,31	1,68,99	1,126			
COMPANIES' LINES.												
3,08	1,39	...	...	...	...	16,94	...	16,94	113	(*b*)	17	
...	...	...	...	...	...	...	5,11	5,11	34	(*a*)	28	
34	32	1	...	45	...	11,77	...	11,77	78	(*a*)	34	
available	...	...	...	...	...	...	...	...	...	(*a*)	46	
35	30	...	...	2	...	1,14	...	1,14	8	(*a*)	55	
...	...	...	...	...	...	...	2,06	2,06	14	(*a*)	57	
...	...	1	...	47	...	29,85	7,17	37,02	247			
BOARDS' LINES.												
...	...	...	...	...	...	...	8,62	8,62	57	(*m*)	6	
43	37	...	...	...	...	22,04	...	22,04	147	(*d*)	6	
48	44	...	...	25	12	53,97	30	54,27	362	(*g*)	10	
...	...	...	...	...	4,72	...	8,05	8,05	54	(*l*)	10	
...	...	...	...	25	4,84	76,01	16,97	92,98	620			
BY DISTRICT BOARDS.												
86	76	1,35	...	62	...	33,38	...	33,38	216	(*a*)	13	
35	33	...	...	11	...	22,75	...	22,75	152	(*a*)	29	
43	40	...	...	1,35	...	23,99	...	23,99	160	(*a*)	32	
38	36	...	...	90	...	13,60	...	13,60	91	(*a*)	35	
available.	...	...	...	...	...	...	...	...	...	(*a*)	44	
24	23	...	...	...	...	4,87	...	4,87	32	(*a*)	49	
57	52	...	...	1,56	...	26,71	...	26,71	178	(*a*)	53	
36	34	...	...	1,22	...	8,27	...	8,27	55	(*a*)	54	
...	...	1,35	...	5,76	....	1,33,57	...	1,38,57	884			

(i) Capital outlay during the financial year and

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
								X.—NATIVE STATE LINES WORKED	
14	(a)	Bhavnagar State	3′ 3½″	41	17	3,56	4,14	1,14,11	...
14	(b)	Dhrangadra	″	5,23	...	...	5,23	5,81	5,23
18	(a)	Gondal-Porbandar State	″	...	1,93	36	2,29	70,51	...
18	(b)	Jetalsar-Rajkot	″	...	...	1	1	16,31	...
18	(c)	Khijadia-Dhari	″	2,33	...	57	2,90	11,12	4,21
19	(a)	Jamnagar	″	...	30	6	36	23,58	...
20	(a)	Jodhpur	″	31	9,37	19	9,87	1,84,81	38
20	(b)	Bikaner	″	64	1,04	5,48	7,16	1,16,51	97
20	(f)	Pipar-Bilara Light	2′ 0″	...	1	2	3	2,80	...
21	(a)	Junagad State	3′ 3½″	1,72	1,04	50	3,26	57,72	1,79
22	(a)	Morvi (including 2′ 6″ gauge)	″	...	67	20	87	51,81	...
23	(a)	Mysore-Arsikere	″	12,08	...	...	12,08	...	12,90
24	(a)	Okhamandal	″	2,14	...	...	2,14	...	2,18
26	(a)	Udaipur-Chitorgarh	″	...	4	2	6	22,40	...
39	(a)	Cutch State	2′ 6″	26	1	...	27	10,53	26
41	(a)	Dholpur-Bari	″	...	...	1,67	1,67	12,41	...
45	(a)	Kolar District	″	1,09	4	20	1,33	3,05	1,09
52	(a)	Gwalior Light	2′ 0″	...	2,90	26	3,16	72,27	...
58	(a)	Tarikere-Narasimharajapura	″	1,50	24	...	1,74	...	2,49
		Total	...	27,71	17,76	13,10	58,57	7,75,65	31,50
								XI.—NATIVE STATE LINES WORKED	
1	(d)	Mourbhanj State	2′ 6″	...	...	...	...	7,24	...
1	(f)	Parlakimedi Light	″	...	...	1	1	7,56	...
2	(b)	Nagda-Ujjain	5′ 6″	...	...	8	8	22,50	...
2	(c)	Petlad-Cambay (Anand-Tarapur section)	″	...	...	52	52	11,92	...
2	(d)	Petlad-Cambay (Tarapur-Cambay section)	″	...	...	...	...	,67	...
2	(i)	Gaekwar's Mehsana	3′ 3½″	1	...	63	64	64,49	11
2	(j)	Jaipur State	″	3,11	...	1	3,12	24,46	3,11
2	(k)	Palanpur-Deesa	″	...	...	...	...	1,85	...
2	(l)	Vijapur-Kalol-Kadi	″	...	...	31	31	16,03	...
2	(m)	Bilimora-Kalamba	2′ 6″	...	1,78	2,82	4,60	13,09	...
2	(o)	Gaekwar's Dabhoi	″	1,96	95	72	3,63	44,88	2,05
2	(p)	Kosamba-Zankhvav	″	...	...	28	28	13,03	...
2	(q)	Petlad-Vaso	″	5	66	17	88	5,90	80
2	(r)	Rajpipla State	″	...	5	6	11	14,28	...
		Carried over	...	5,13	3,44	5,61	14,18	2,55,90	6,07

DIX 3—*contd.*

(ii) *total capital outlay to end of the financial year 1914-15.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY NATIVE STATES.												
56	49	...	...	6,77	...	1,20,88	...	1,20,88	806	(a)	14	
28	26	...	...	...	33	5,81	5,56	11,37	76	(b)	14	
49	45	...	...	2,01	...	72,52	...	72,52	484	(a)	18	
35	32	...	...	6	...	16,27	...	16,27	108	(b)	18	
44	38	...	...	...	1,31	11,12	5,52	16,64	111	(c)	18	
47	44	...	...	13	...	23,71	...	23,71	158	(a)	19	
31	29	...	...	10,31	...	1,95,12	38	1,95,50	1,303	(a)	20	
25	24	...	...	17	...	1,16,68	97	1,17,65	784	(b)	20	
11	11	...	...	...	...	2,80	...	2,80	19	(f)	20	
51	46	...	...	2,95	...	60,67	1,79	62,46	416	(a)	21	
56	50	...	...	1,03	...	52,84	...	52,84	352	(a)	22	
...	...	...	...	...	7,70	...	20,60	20,60	137	(a)	23	
...	...	...	...	...	4,60	...	6,98	6,98	47	(a)	24	
34	31	...	...	...	...	22,40	...	22,40	149	(a)	26	
29	27	...	...	...	...	10,53	26	10,79	72	(a)	39	
34	30	...	...	...	...	12,41	...	12,41	83	(a)	41	
28	26	...	...	1	2,27	3,06	3,36	6,42	43	(a)	45	
29	28	...	...	...	...	72,27	...	72,27	482	(a)	52	
...	...	...	...	...	1	...	2,50	2,50	17	(a)	58	
...	...	...	...	23,44	16,42	7,99,09	47,92	8,47,01	5,647			
BY THE MAIN LINE.												
22	21	...	...	...	...	7,24	...	7,24	48	(d)	1	
31	29	...	...	...	...	7,56	...	7,56	50	(f)	1	
66	64	...	...	...	...	22,50	...	22,50	150	(b)	2	
55	49	...	...	10	...	12,02	...	12,02	80	(c)	2	
70	54	...	...	...	...	8,67	...	8,67	58	(d)	2	
42	38	...	...	15	1,72	64,64	1,83	66,47	443	(i)	2	
34	30	...	...	...	8,83	24,46	11,94	36,40	243	(j)	2	
†25	†23	...	...	...	...	1,85	...	1,85	12	(k)	2	
35	32	...	...	...	...	16,03	...	16,03	107	(l)	2	
50	46	...	...	34	...	13,43	...	13,43	90	(m)	2	
32	29	...	...	29	72	45,17	2,77	47,94	320	(o)	2	
50	45	...	...	4	...	13,07	...	13,07	87	(p)	2	
33	33	...	...	...	1	5,90	81	6,71	45	(q)	2	
38	34	...	...	2	...	14,30	...	14,30	95	(r)	2	
...	...	...	...	94	11,28	2,56,84	17,35	2,74,19	1,828			

* The expenditure shown against this railway in this part represents the capital outlay incurred by the Palanpur Durbar.

† Calculated on the outlay incurred by Government and the Palanpur Durbar.

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay during the Financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10

DIX 3—*concld.*

(*ii*) *total capital outlay to end of the financial year 1914-15.*

Total capital outlay to end of the financial year—(in thousands of rupees).										Classification No. of Railway (detailed in "Index" to Appendix 1).		Remarks.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY THE MAIN LINE.—*concld.*												
...	...	...	...	94	11,28	2,56,84	17,35	2,74,19	1,828			
62	57	...	...	...	...	20,50	...	20,50	137	(*c*)	3	
...	...	...	...	...	...	...	2,66	2,66	18	(*d*)	4	
1,12	*1,28	...	...	...	...	50,00	...	50,00	333	(*d*)	5	*Including the British Section.
70	64	...	...	...	...	78,79	...	78,79	525	(*e*)	5	
69	64	...	...	...	...	1,00,50	...	1,00,50	670	(*f*)	5	
1,22	77	...	...	...	...	12,10	...	12,10	81	(*b*)	6	
64	57	...	...	...	...	24,35	...	24,35	162	(*e*)	6	
49	45	...	...	...	...	24,99	...	24,99	167	(*g*)	6	
79	75	...	...	...	...	23,26	...	23,26	155	(*h*)	6	
42	39	...	...	...	...	6,58	...	6,58	44	(*i*)	6	
36	34	...	...	...	...	1,78	...	1,78	12	(*k*)	6	
63	56	...	...	10	...	31,86	...	31,86	212	(*c*)	7	
...	...	...	...	...	20,82	...	40,30	40,30	269	(*e*)	7	
66	62	...	...	...	...	10,50		10,50	70	(*d*)	8	
64	55	...	...	...	...	14,00	...	14,00	93	(*f*)	8	
54	50	...	...	...	...	42,37	...	42,37	282	(*g*)	8	
67	54	...	...	...	...	72,49	...	72,49	483	(*h*)	8	
1,06	91	87	...	43	...	70,16	...	70,16	468	(*f*)	10	
...	...	87	...	1,47	32,10	8,41,07	60,31	9,01,38	6,009			
BY NATIVE STATES.												
1,52	1,33	...	...	16,41	...	5,17,24	...	5,17,24	3,928	(*a*)	7	
79	70	...	...	10,26	...	3,19,21	...	3,19,21	2,110	(*d*)	7	
...	...	...	...	...	2,53	...	7,80	7,80	52	(*a*)	30	
...	...	...	...	26,67	2,53	8,36,45	7,80	8,44,25	6,090			
BY BRITISH INDIAN RAILWAY COMPANIES.												
3,73	2,86	...	...	...	...	1,90,86	...	1,90,86	1,542	(*l*)	6	
49	43	...	...	...	...	7,24	...	7,24	48	(*d*)	10	
72	57	...	...	...	...	5,69	...	5,69	38	(*e*)	10	
...	...	...	...	...	...	2,03,79	...	2,03,79	1,628			†Includes Rs 91,37,000 or £609,000 on account of "Unclassified expenditure," *vide* columns 19 and 20 on page 41.
...	...	26,51	...	83,79	79,00	57,32,34	3,35,09	60,67,43	41,396			
...	...	3,33,47	...	16,10,25	89,09	5,19,22,13	6,43,28	†5,26,56,78	3,83,912			

APPEN

Capital liability on account of railways classed

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Capital Liability							
			Share capital of purchased railways being paid off by annuities.							
				Deduct.						
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Amount outstanding of debt incurred for purchase of railways.
1	2	3	4	5	6	7	8	9	10	11
			£	£	£	£	£	£	£	£
										I.—STATE LINES
...	...	Bilaspur-Etawah	...	...	...	...	...	...	5,009	...
9	(b)	Cawnpore-Banda	...	...	...	...	...	...	522,304	...
3	(a) & (b)	Eastern Bengal 5′ 6″, 3′ 3½″ and 2′ 6″ gauges	3,391,917	542,070	...	2,849,847	407,391	2,442,456	18,304,461	1,308,161
...	...	Expenditure in England for stores purchased and remaining unappropriated.	...	...	...	...	...	...	100,396	...
...	...	Frontier railway reserve	...	...	...	...	...	...	290,577	...
...	...	Ganges bridge at Kachla	...	...	...	...	...	...	5,094	...
56	...	Jorhat (Provincial)	...	...	...	...	...	...	71,450	...
8	(c)	Jakhal-Hissar	...	...	...	...	...	...	193,498	...
...	...	Jullundur-Hoshiarpur	...	...	...	...	...	...	124,530	...
...	...	Laki-Pesu-Tank	...	...	...	...	...	...	130,165	...
...	...	Lower Ganges Bridge	...	...	...	...	...	...	2,642,453	...
...	...	Nagpur-Chhattisgarh (Depreciation Account)	...	...	...	...	...	...	43,803	...
8	(a)	North-Western	14,009,124	4,911,216	...	9,097,908	1,222,062	7,875,846	48,277,163	3,550,318
9	(a)	Oudh and Rohilkhand	...	...	...	...	...	...	8,074,662	10,695,686
...	...	Petroleum operations in Baluchistan	...	...	...	...	...	...	7,946	...
...	...	Raja Bhat Khawa-Dalsingpara	...	...	...	...	...	...	72,308	...
...	...	Ranaghat-Bhagwangola	...	...	...	...	...	...	20,163	...
...	...	Rangiya-Tangla	...	...	...	...	...	...	85,015	...
...	...	Sabarmati-Dholka	...	...	...	...	...	...	3,993	...
...	...	Sarai Kala-Havelian	...	...	...	...	...	...	294,307	...
...	...	Singhjani-Fulchari	...	...	...	...	...	...	139,867	...
...	...	Southern Mahratta (Depreciation on works)	...	...	...	...	...	...	35,188	...
...	...	State railway stores	...	...	...	...	...	...	5,648	...
8	(g)	Trans-Indus (Kalabagh-Bannu)	...	...	...	...	...	...	415,339	...
...	...	Umaria Colliery	...	...	...	...	...	...	12,178	...
...	...	Vizagapatam-Raipur	...	...	...	...	...	...	16,936	...
...	...	Warora Colliery	...	...	...	...	...	...	71,962	...
		Total	17,401,041	5,453,286	...	11,947,755	1,629,453	10,318,302	79,985,766	15,549,175
										II.—STATE LINES WORKED
5	(b)	Agra-Delhi Chord	...	...	...	...	...	...	983,134	...
11	(a)	Assam-Bengal	...	...	...	...	...	...	7,150,980	...
5	(c)	Baran-Kotah	...	...	...	...	...	...	309,852	...
		Carried over	...	...	...	...	...	...	8,443,963	...

DIX 4.

as State railways at the end of 1914-15.

AT END OF THE YEAR.

Nominal amounts of Companies' capital.						Over-drafts.	Capital not bearing interest including discounts on capital raised.	Advances by the Secretary of State to Companies.				Total capital liability (excluding capital not bearing interest, column 19).
Share Capital.				Debenture and Debenture stock.				In England.		In India.		
In England.		In India.		In England.				In England.		In India.		
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.	
12	13	14	15	16	17	18	19	20	21	22	23	24
	£		£		£	£	£		£		£	£
WORKED BY THE STATE.												
...	...	...	...	...	...	...	...	...	...	...	...	5,009
...	...	...	...	...	...	...	...	...	...	...	...	522,304
...	...	...	...	...	...	...	...	...	...	...	...	22,060,078
...	...	...	...	...	...	...	...	...	...	...	...	100,396
...	...	...	...	...	...	...	...	...	...	...	...	290,577
...	...	...	...	...	...	...	...	...	...	...	...	5,094
...	...	...	...	...	...	...	...	...	...	...	...	71,450
...	...	...	...	...	...	...	...	...	...	...	...	193,493
...	...	...	...	...	...	...	...	...	...	...	...	124,530
...	...	...	...	...	...	...	...	...	...	...	...	130,165
...	...	...	...	...	...	...	...	...	...	...	...	2,642,453
...	...	...	...	...	...	...	...	...	...	...	...	43,803
...	...	...	...	...	...	...	...	...	...	...	...	59,703,327
...	...	...	...	...	...	...	...	...	...	...	...	18,770,358
...	...	...	...	...	...	...	...	...	...	...	...	7,946
...	...	...	...	...	...	...	...	...	...	...	...	72,308
...	...	...	...	...	...	...	...	...	...	...	...	20,163
...	...	...	...	...	...	...	...	...	...	...	...	85,015
...	...	...	...	...	...	...	...	...	...	...	...	3,993
...	...	...	...	...	...	...	...	...	...	...	...	294,307
...	...	...	...	...	...	...	...	...	...	...	...	139,667
...	...	...	...	...	...	...	...	...	...	...	...	35,138
...	...	...	...	...	...	...	...	...	...	...	...	5,648
...	...	...	...	...	...	...	...	...	...	...	...	415,839
...	...	...	...	...	...	...	...	...	...	...	...	12,178
...	...	...	...	...	...	...	...	...	...	...	...	16,336
...	...	...	...	...	...	...	...	...	...	...	...	71,969
...	...	...	...	...	...	...	...	...	...	...	...	105,833,242
BY COMPANIES.												
...	...	...	...	...	...	...	...	...	...	...	...	983,131
3%	1,500,000	...	...	3½%	300,000	...	—1,908	...	...	...	...	10,206,880
				3¾%	1,130,900							
				3¾%	125,000							
...	...	...	...	...	...	...	...	...	...	...	...	309,852
...	1,500,000	...	...	...	1,555,900	...	—1,908	...	...	...	...	11,499,863

APPEN

Capital liability on account of railways classed as State

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Capital liability							
			Share capital of purchased railways being paid off by annuities.						State outlay.	Amount outstanding of Debt incurred for purchase of railways.
				Deduct.						
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.		
1	2	3	4	5	6	7	8	9	10	11
			£	£	£	£	£	£	£	£
										II.—STATE LINES
		Brought forward	...	...	...	...	...	...	8,443,963	...
...	...	Bayana-Agra	...	...	...	...	...	...	287,525	...
1	(a) to (c), & (e) (g) & (h)	Bengal-Nagpur	...	...	...	...	...	...	*15,991,220	...
7	(b)	Bezwada Extension	...	...	...	...	...	...	82,850	...
5	(d)	Bhopal-Itarsi (British section)	...	...	...	...	...	...	‡71,314	...
2	(a)	Bombay, Baroda and Central India	...	...	...	...	...	...	†19,085,874	12,556,903
2	(a)	Broach-Jambusar	...	...	...	...	...	...	88,577	...
15	(a)	Burma	...	...	...	...	...	...	6,494,155	...
15	(b)	Burma Extensions	...	...	...	...	...	...	2,491,811	...
...	...	Coonoor-Ootacamund	...	...	...	...	...	...	286,689	...
...	...	Dharmapuri-Hosur	...	...	...	...	...	...	142,742	...
6	(f)	Dhone-Kurnool	...	...	...	...	...	...	67,179	...
4	(a)	East Indian	32,750,000	7,282,366	...	25,467,634	4,035,902	21,431,732	9,974,457	9,623,258
5	(a)	Great Indian Peninsula	34,859,218	...	1,750,000	33,109,218	5,783,508	27,325,710	12,797,455	5,964,686
...	...	Indian Midland	...	...	...	...	...	...	2,542,056	2,106,821
20	(c)	Jodhpur-Hyderabad (British section)	...	...	...	...	...	...	294,754	...
25	(b)	Lucknow-Bareilly	...	...	...	...	...	...	341,409	...
6	(a)	Madras and Southern Mahratta‡	12,819,558	...	1,500,000	11,319,558	693,185	10,626,373	9,625,568	1,718,102
6	(f)	Mysore section (Madras and Southern Mahratta).	...	...	...	...	...	...	...	...
...	...	Roserah-Khagaria	...	...	...	...	...	...	147,134	...
...	...	Samastipur-Roserah	...	...	...	...	...	...	49,649	...
10	(a)	South Indian	...	...	...	...	...	...	3,665,333	4,726,169
10	(h)	Tinnevelly-Quilon (Travancore-British section).	...	...	...	...	...	...	2,830	...
10	(i)	Tinnevelly-Quilon (Travancore-Native State section).	...	...	...	...	...	...	11,617	...
12	(b)	Tirhoot	...	...	...	...	...	...	5,250,835	...
		Total	80,428,776	7,282,366	3,250,000	69,896,410	10,512,595	59,383,815	98,437,046	36,697,919
		GRAND TOTAL	97,829,817	12,735,652	3,250,000	81,844,165	12,142,048	69,702,117	178,402,811	52,247,094

* Includes over draft and advances which are now treated in the accounts as state outlay.

† Includes £121,334 on account of the contribution from the Company's Provident Fund and Advances by Home Board.

‡ The figures relating to the purchase of the late Madras railway as shown in columns 4, 6, 7, 8, 9 and 11, though for convenience incorporated with those for the Madras and Southern Mahratta railway, relate also to the South Indian railway, with which a portion of the late Madras railway has been amalgamated.

DIX 4—*concld.*

railways at the end of 1914-15.

AT END OF THE YEAR.

NOMINAL AMOUNTS OF COMPANIES' CAPITAL.								ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.				Total capital liability (excluding capital not bearing interest, column 19).
Share Capital.				Debentures and Debenture stock.		Overdrafts.	Capital not bearing interest including discounts on capital raised.	In England.		In India.		
In England.		In India.		In England.								
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.	
12	13	14	15	16	17	18	19	20	21	22	23	24
	£		£		£	£	£		£		£	£
WORKED BY COMPANIES—*concld.*												
...	1,500,000	...	...	...	1,555,900	...	—1,908	...	...	...	...	11,499,963
...	...	...	...	...	...	...	...	...	...	...	...	287,525
3½ %	*2,995,289	...	...	3¼ %	400,000	...	—70,736	...	...	...	...	27,711,509
				3½ %	5,770,000							
				3¾ %	555,000							
				4 %	2,000,000							
...	...	...	...	...	...	...	...	...	...	...	...	82,850
...	...	...	...	...	...	...	...	...	...	...	...	271,314
3 %	2,000,000	...	...	3½ %	1,000,000	...	—40,636	...	...	...	...	34,642,777
...	...	...	...	...	...	...	...	...	...	...	...	68,577
2½ %	3,000,000	...	...	3 %	1,250,000	856,298	—30,181	...	...	...	...	11,600,453
...	...	...	...	...	...	...	...	...	...	...	...	2,491,811
...	...	...	...	...	...	...	...	...	...	...	...	286,689
...	...	...	...	...	...	...	...	...	...	...	...	142,742
...	...	...	...	...	...	...	...	...	...	...	...	67,179
...	...	...	...	3 %	6,000,000	...	—711,037	...	...	...	...	56,029,447
				3½ %	7,000,000							
3 %	2,575,000	...	...	2½ %	3,500,000	...	—246,842	3½ %	2,500,000	...	...	54,662,831
...	...	...	...	...	...	...	...	...	...	...	...	4,650,877
...	...	...	...	...	...	...	...	...	...	...	...	294,754
...	...	...	...	3¼ %	73,000	...	13,102	...	...	3½ %	276,481	1,344,297
				3½ %	32,000							
				4 %	†435,000					4 %	184,407	
				3½ %	505,000							
3½ %	4,991,510	3½ %	8,460	3¾ %	1,485,000	—1,277,913	—8,196	...	...	...	...	30,517,130
				3½ %	335,000							
				4 %	2,500,000							
...	...	...	...	4 %	1,200,000	...	24,000	...	...	...	...	1,200,000
...	...	...	...	...	...	...	...	...	...	...	...	147,134
...	...	...	...	...	...	...	...	...	...	...	...	49,649
3 %	1,000,000	...	...	3¼ %	73,000	...	—23,004	...	...	...	...	12,157,750
				3½ %	375,000							
...	...	...	...	4 %	2,318,248	...	432	...	...	...	...	289,930
				3½ %	240,766							
				3¾ %	46,334							
...	...	...	...	3¼ %	696,234	...	818	...	...	...	...	786,517
				3½ %	78,666							
...	...	...	...	...	...	...	...	...	...	...	...	5,250,885
...	18,061,829	...	8,460	...	41,426,148	—421,615	—1,094,188	...	2,500,000	...	460,888	256,554,490
...	18,061,829	...	8,460	...	41,426,148	—421,615	—1,094,188	...	2,500,000	...	460,888	362,387,732

* The nominal liability of the Secretary of State to the Company is £3,000,000 but the net liability is £2,995,289 only, as the Secretary of State took over from holders the sum of £4,711 Capital Stock at their option.
†State share of "Joint Debenture Stock" of £800,000. The proceeds of this loan were not paid over to Government.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 1),		Railway system.	Year.	Coaching Traffic.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5' 6" gauge.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
1	(a) to (c), (e), (g) and (h)	Bengal-Nagpur.	1910	25,4	2,96	80,4	3,46	202,9	2,59	12,856,9	85,15	462,3	40	13,737,9	94,56	9,79
			1911	26,8	2,97	81,1	3,60	314,4	2,97	13,773,0	90,81	560,5	47	14,755,3	1,00,82	10,10
			1912	30,7	3,69	88,4	4,09	415,2	4,05	15,140,9	1,09,53	651,3	56	16,326,5	1,21,92	12,89
			1st qr. of 1913	9,7	1,20	22,5	,97	111,9	1,05	4,063,7	30,98	172,7	15	4,330,5	34,35	3,47
			1913-14.	31,9	3,96	100,8	4,21	506,5	5,06	15,686,7	1,11,73	770,3	69	17,096,2	1,25,65	14,56
			1914-15.	32,5	3,85	101,5	4,36	572,0	5,57	15,409,2	1,01,56	762,6	66	16,877,8	1,16,00	14,64
2	(a) to (e), and (m) to (r)	Bombay, Baroda and Central India.	1910	57,5	2,14	459,6	5,60	215,9	4,09	24,390,3	75,55	3,893,6	5,29	34,021,9	92,67	12,58
			1911	57,1	3,09	488,1	6,33	273,6	6,16	25,710,4	81,69	2,902,6		35,531,8	1,02,70	14,73
			1912	54,5	3,37	475,3	6,78	320,4	7,63	27,152,3	83,42	2,024,3	5,32	37,027,1	1,06,52	16,10
			1st qr. of 1913	19,1	1,14	126,0	1,71	84,9	2,16	7,085,6	21,41	2,475,9	1,41	9,791,5	28,01	3,92
			1913-14.	60,1	3,74	513,6	6,86	296,4	7,75	28,766,2	87,35	2,771,1	5,73	39,407,4	1,11,43	19,25
			1914-15.	48,1	3,36	513,5	7,36	336,0	7,23	29,439,5	90,64	2,747,8	5,69	40,084,9	1,14,28	27,27
3	(a)	Eastern Bengal.	1910	*146,7	2,10	*280,8	2,45	*2,872,8	6,51	*32,483,3	45,07	*3,313,6	2,73	*39,097,2	58,86	5,89
			1911	*91,7	2,30	**239,9	2,65	*2,510,2	7,57	*25,235,4	47,72	*3,590,9	2,94	*31,748,1	63,18	8,66
			1912	*89,4	2,34	*243,7	3,04	*2,713,8	8,58	*26,028,3	50,29	*3,865,1	3,39	*32,975,3	67,64	9,68
			1st qr. of 1913	*20,4	54	*70,4	70	*709,5	2,08	*7,018,9	14,55	*1,087,6	90	*8,906,8	18,77	2,23
			1913-14.	*65,2	2,64	*257,3	3,14	*3,024,9	8,68	*28,534,9	54,79	*4,317,6	3,67	*36,229,9	72,92	10,33
			1914-15.	*59,9	2,14	*254,1	3,13	*3,085,8	8,51	*26,867,4	48,20	*4,667,7	3,81	*34,934,9	65,79	8,74
4	(a) to (c)	East Indian.	1910	86,0	9,43	278,2	9,92	2,344,2	22,34	29,090,8	2,05,54	2,487,6	2,28	34,286,8	2,40,51	34,18
			1911	99,1	11,42	292,5	11,63	2,394,6	23,31	31,194,5	2,16,88	2,576,9	2,35	36,556,6	2,65,59	41,06
			1912	83,4	9,47	256,6	10,60	2,534,6	23,41	33,686,9	2,34,07	2,669,7	2,45	39,231,2	2,80,00	39,58
			1st qr. of 1913	26,7	3,40	69,6	2,89	679,6	6,25	8,596,6	60,07	702,7	67	10,075,2	73,28	10,58
			1913-14.	88,2	10,37	271,2	10,86	2,744,1	25,40	35,500,4	2,43,12	2,958,9	2,71	41,562,8	2,92,46	37,00
			1914-15.	75,7	8,03	273,5	10,58	2,723,2	25,25	35,146,0	2,32,89	3,236,7	2,81	41,455,1	2,79,56	43,13
5	(a) to (i)	Great Indian Peninsula.	1910	81,7	12,85	332,6	14,26	923,1	17,16	24,221,2	1,42,00	6,025,2	3,15	31,583,8	1,89,42	36,95
			1911	97,0	14,73	358,4	15,07	1,065,2	20,71	25,319,8	1,47,96	6,278,0	3,30	33,118,4	2,01,77	44,73
			1912	88,4	12,21	347,0	13,46	74,5	2,01	28,470,6	1,75,58	6,510,6	3,39	35,491,1	2,06,65	40,34
			1st qr. of 1913	23,6	3,74	87,5	3,58	33,6	76	7,629,2	47,50	1,849,3	90	9,623,2	56,48	10,83
			1913-14.	90,5	13,42	364,0	14,34	139,5	3,62	30,103,0	1,91,93	7,069,0	3,55	37,766,0	2,26,86	44,99
			1914-15.	85,9	12,02	367,4	14,98	145,1	3,80	28,007,0	1,79,39	6,641,1	3,29	35,246,5	2,13,48	64,15
6	(a) and (b)	Madras and Southern Mahratta.	1910	*42,7	2,93	*199,2	3,64	*26,4	61	*28,476,0	58,59	*761,6	19	*29,505,9	65,96	11,38
			1911	*45,6	3,19	*204,8	3,89	*27,5	61	*28,959,3	61,51	*856,0	24	*30,093,2	69,44	11,72
			1912	*46,8	3,20	*235,6	4,15	*33,4	74	*30,949,8	66,05	*878,1	27	*32,143,7	74,41	12,54
			1st qr. of 1913	*12,8	1,09	*61,8	1,01	*21,4	25	*8,177,4	18,06	*212,9	7	*8,519,3	20,48	3,25
			1913-14.	*50,1	3,56	*246,5	4,36	*250,4	1,68	*34,323,8	71,75	*1,018,8	30	*35,889,6	81,63	14,91
			1914-15.	*44,6	3,01	*269,6	4,42	*302,2	1,90	*34,623,8	70,98	*1,240,1	35	*36,480,3	80,66	16,13
7	(a) and (b)	Nizam's Guaranteed State.	1910	7,7	48	47,4	1,01	235,8	1,36	1,602,0	8,91	29,2	11	1,922,1	11,87	1,61
			1911	8,6	57	48,5	1,03	376,0	2,96	1,325,5	7,16	42,1	14	1,800,7	11,86	1,97
			1912	9,7	60	49,0	1,01	445,9	3,60	1,397,6	7,32	36,2	6	1,938,4	12,59	2,48
			1st qr. of 1913	2,6	17	11,6	24	118,8	1,00	373,0	2,00	8,8	1	514,8	3,42	55
			1913-14.	9,5	63	53,6	1,10	419,0	3,77	1,678,6	8,77	31,1	5	2,191,8	14,32	2,29
			1914-15.	8,2	52	54,9	1,12	457,4	3,91	1,605,4	8,48	34,2	4	2,160,1	14,07	2,88

* Includes figures for the 3' 3¾" gauge section.

DIX 5.

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue Stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1,04,35	2,290	1,15,51	2	25	2,283	62,23	683	10,03	18	1,15	1,58	5,276	1,90,75	40	85	12,18	3,08,53
1,10,92	2,370	1,27,93	1	27	2,767	73,74	692	12,98	16	1,06	1,02	5,846	2,17,00	44	85	10,49	3,39,70
1,34,81	2,901	1,51,03	2	30	3,034	81,04	726	14,37	20	1,37	1,73	6,683	2,49,84	49	1,19	16,30	4,02,63
37,82	910	45,37	...	4	818	22,18	180	3,79	8	56	92	1,916	72,86	13	32	4,13	1,15,26
1,40,21	3,367	1,60,51	1	17	3,049	83,21	843	16,19	26	2,09	3,52	7,286	2,65,69	49	1,65	12,55	4,20,59
1,30,64	2,918	1,49,82	2	36	3,842	94,48	1,023	18,67	18	1,69	1,28	7,303	2,65,30	42	1,26	12,39	4,10,01
1,05,25	2,344	1,57,21	1	17	184	3,39	345	5,95	37	6,23	29	2,911	1,73,24	52	...	3,49	2,82,50
1,17,43	2,373	1,67,37	2	20	217	4,26	730	5,30	52	7,57	33	3,374	1,85,53	60	...	3,24	3,06,80
1,22,62	2,573	2,06,05	1	16	224	6,49	334	10,08	29	4,60	38	3,659	2,29,76	61	...	3,04	3,56,03
31,93	739	58,22	...	3	72	1,75	286	2,29	7	1,43	−1,07	1,104	62,65	19	...	1,29	95,97
1,30,68	2,731	2,29,97	1	14	247	7,43	1,193	11,27	34	6,57	−3,58	4,206	2,51,80	66	...	7,90	3,91,04
1,41,55	2,557	1,85,68	8	1,42	293	10,40	1,325	10,63	37	7,01	1,17	4,220	2,16,31	61	...	11,27	3,69,74
64,75	*2,530	79,29	*11	15	*913	6,71	*790	6,62	*6	8	62	*4,250	93,47	21	...	6,85	1,65,28
71,84	*2,717	82,77	*12	15	*930	7,18	*1,153	12,00	*8	9	53	*4,820	1,02,72	24	...	6,43	1,81,23
77,32	*2,950	95,72	*14	15	*1,057	7,88	*1,030	8,68	*12	13	2,13	*5,063	1,14,63	27	...	6,90	1,99,18
21,00	*775	19,12	*3	4	*275	2,02	*341	4,41	*5	2	57	*1,399	26,18	7	...	2,51	49,76
83,25	*3,227	97,51	*14	12	*1,229	9,98	*1,017	7,80	*24	9	1,97	*5,511	1,17,27	28	...	6,41	2,07,21
74,53	*2,925	81,56	*18	23	*1,260	10,41	*1,149	10,05	*12	2	80	*5,394	1,03,07	25	...	6,69	1,84,54
2,83,69	4,559	3,17,12	16	−1,86	7,810	2,42,58	1,941	23,44	19	4,27	1,97	14,345	5,87,52	86	1,71	16,55	8,90,33
3,06,65	5,186	3,43,39	38	6,57	7,543	2,47,89	2,096	29,95	24	5,17	2,99	14,892	6,35,57	97	1,94	12,48	9,57,61
3,19,58	5,493	3,72,17	18	1,55	9,008	3,03,76	2,234	29,43	20	5,06	4,80	16,778	7,16,77	1,08	1,84	12,39	10,51,66
88,86	1,289	86,33	3	28	2,363	80,79	646	9,70	7	1,60	1,08	4,308	1,79,78	27	57	3,15	2,67,63
3 29,46	5,208	3,62,08	11	1,20	9,380	3,03,43	2,406	30,97	29	7,16	3,64	17,034	7,08,48	1,08	2,20	20,94	10,62,16
3,22,69	5,122	3,48,22	23	2,49	9,841	3,34,52	2,555	35,79	24	9,85	2,70	17,565	7,33,57	99	2,46	11,07	10,70,78
2,26,37	4,283	4,64,45	21	2,48	567	18,63	1,826	23,01	23	3,00	−11,66	6,720	4,99,96	1,02	...	6,39	7,34,34
2,46,50	4,545	4,67,80	30	2,96	753	24,00	2,035	23,00	16	3,06	−93	7,379	5,19,89	1,16	...	6,95	7,74,50
2,45,99	5,224	5,39,53	32	3,70	873	25,02	2,262	28,44	22	3,71	9,13	8,413	6,10,53	1,25	...	7,02	8,65,79
67,31	1,534	1,67,58	8	96	233	7,32	496	5,41	4	62	1,73	2,275	1,83,62	31	...	1,73	2,52,97
2,71,85	5,437	5,65,43	34	3,60	896	28,52	3,591	28,84	23	3,40	5,71	9,981	6,35,50	1,13	...	8,86	9,17,34
2,77,63	4,585	4,52,87	72	8,79	1,915	42,66	3,740	35,36	17	2,93	3,74	9,429	5,46,35	1,10	...	10,48	8,35,56
77,34	*2,660	88,44	*7	38	*191	9,92	*571	6,16	*8	54	30	*3,427	1,05,74	18	...	6,42	1,89,68
81,16	*2,878	95,98	*6	43	*178	10,01	*544	4,03	*11	1,10	33	*3,617	1,11,28	19	...	4,88	1,93,11
86,95	*3,092	1,07,41	*9	60	*223	11,83	*624	4,36	*15	1,36	58	*3,963	1,26,14	21	...	5,12	2,18,42
23,73	*890	30,31	*2	16	*57	2,74	*132	77	*3	28	16	*1,084	34,42	6	...	1,39	59,60
96,54	*3,233	1,05,45	*11	81	*229	11,80	*643	6,25	*17	1,40	60	*4,133	1,26,31	21	...	5,38	2,28,44
96,79	*3,069	1,06,67	*15	1,20	*259	14,27	*655	8,61	*16	1,63	62	*4,214	1,33,00	20	...	5,52	2,35,51
13,48	410	24,73	3	12	392	12,32	181	2,20	1	5	19	987	39,52	20	...	3,38	56,58
13,88	526	30,59	3	14	385	12,28	150	1,37	...	5	17	1,044	44,60	26	...	1,93	60,62
15,07	525	30,23	4	20	357	11,49	193	1,59	...	6	18	1,079	43,70	24	...	2,60	61,61
8,97	153	9,19	1	5	94	3,11	48	55	...	1	5	296	12,06	7	...	64	17,64
16,61	581	34,23	4	21	417	13,65	220	1,98	...	4	17	1,222	50,28	22	...	3,76	70,89
16,95	493	27,89	9	57	391	11,39	297	2,59	1	9	13	1,191	42,66	21	...	3,39	63,21

* Includes figures for the 3′ 3¾″ gauge section.

† Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Year.	Coaching Traffic.												
				Passenger Traffic.												Other coaching traffic earnings [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5' 6" gauge —*concld.*			Rs		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
8	(a) to (g)	North Western.														
		Commercial Section.	1910	*	7,22	*	9,09	*	17,61	*	2,01,17	*	4	*	2,35,13	26,95
			1911	*	8,47	*	10,12	*	19,21	*	2,27,74	*	7	*	2,60,61	32,25
			1912	*	7,89	*	9,60	*	16,76	*	2,18,98	*	8	*	2,53,31	32,93
			1st qr. of 1913	*	2,48	*	2,58	*	4,36	*	57,87	*	4	*	67,33	6,15
			1913-14.	*	8,67	*	10,72	*	19,40	*	2,38,87	*	18	*	2,77,84	33,41
			1914-15.	*	8,30	*	11,89	*	20,11	*	2,48,33	*	20	*	2,68,83	49,79
		Military Section.	1910	*	1,02	*	1,01	*	1,79	*	21,95	*	...	*	25,27	3,17
			1911	*	1,06	*	1,03	*	1,82	*	23,22	*	...	*	27,13	3,35
			1912	*	95	*	1,06	*	1,57	*	24,41	*	...	*	27,99	3,38
			1st qr of 1913	*	25	*	28	*	43	*	6,47	*	...	*	7,43	5
			1913-14.	*	1,02	*	1,12	*	1,92	*	26,33	*	1	*	30,40	4,24
			1914-15.	*	1,08	*	1,19	*	1,94	*	26,45	*	1	*	30,67	5,42
		Total North-Western- (commercial and military sections).	1910	85,6	8,24	297,8	10,10	1,979,2	19,40	45,998,4	2,23,12	128,8	4	48,489,3	2,60,90	30,12
			1911	118,8	9,53	326,6	11,15	2,421,4	21,03	50,551,4	2,45,96	141,6	7	53,559,8	2,87,74	35,80
			1912	91,6	8,84	347,5	10,66	1,976,9	18,33	51,383,3	2,43,39	248,4	8	54,047,7	2,81,30	36,31
			1st qr. of 1913	2,98*	2,73	88,6	2,66	518,5	4,79	13,327,1	64,34	79,9	4	14,043,9	74,76	6,70
			1913-14.	97,0	9,69	359,4	11,84	2,346,6	21,32	58,200,1	2,65,20	346,4	19	61,349,5	3,08,24	37,65
			1914 15	91,5	9,38	373,7	13,08	2,372,6	22,05	59,263,2	2,74,78	355,5	21	62,456,5	3,19,50	55,21
		Oudh and Rohilkhand.	1910	34,3	2,74	113,6	3,68	1,123,8	7,92	13,734,7	69,53	11,4	1	15,017,8	83,88	8,79
			1911	40,0	3,05	129,5	4,05	1,175,1	8,54	15,568,3	76,92	10,8	1	16,923,7	92,57	9,21
			1912	43,5	3,06	139,4	4,07	1,280,0	8,71	16,139,3	86,54	17,0	2	19,619,2	1,02,40	10,37
9	(a) to (d)		1st qr. of 1913	12,7	94	35,9	99	320,1	2,19	4,494,3	21,70	4,3	1	4,867,3	25,83	2,42
			1913-14.	43,2	3,20	153,2	4,31	1,394,2	9,48	19,837,0	98,35	16,5	2	21,444,1	1,10,36	10,29
			1914-15.	36,7	2,59	142,3	3,94	1,312,0	8,92	17,148,6	81,62	17,0	3	18,656,6	97,10	10,79
		South Indian.	1910	†	95	†	1,65	...	...	†	20,06	†	9	†	22,75	3,18
			1911	†	92	†	1,77	...	...	†	20,61	†	17	†	23,47	3,30
			1912	†	1,07	†	2,02	...	...	†	22,46	†	12	†	25,67	3,51
10	(a)		1st qr. of 1913	†	26	†	43	...	...	†	5,60	†	3	†	6,32	85
			1913-14.	†	1,19	†	2,09	...	...	†	25,58	†	18	†	29,04	4,32
			1914-15.	†	1,04	†	1,99	...	...	†	25,59	†	13	†	28,75	4,12
		3'3½" gauge														
		Assam-Bengal.	1910	10,6	72	24,2	57	39,1	40	3,590,4	19,11	5,8	1	3,669,6	20,81	2,67
			1911	11,8	83	25,6	64	55,1	55	4,094,3	21,50	11,3	4	4,198,1	23,56	2,64
			1912	13,5	87	26,6	64	85,0	77	4,546,8	23,31	14,1	5	4,686,0	26,14	3,19
11	(a)		1st qr. of 1913	4,3	30	7,8	18	30,6	25	1,364,6	7,86	6,3	2	1,413,6	8,61	1,07
			1913-14.	14,5	92	28,4	64	125,4	1,03	4,920,8	26,00	24,7	7	5,113,8	28,66	3,34
			1914-15.	13,9	87	31,1	65	131,2	1,11	5,304,6	26,55	26,4	8	5,507,2	29,26	3,04
		Bengal and North-Western.	1910	17,3	59	58,6	1,00	277,0	1,59	20,105,3	74,39	136,8	3	20,594,5	77,90	4,57
			1911	17,6	56	56,5	94	293,3	1,90	22,018,9	81,13	128,7	3	22,515,0	84,56	5,39
			1912	17,4	58	50,4	1,04	312,9	1,98	23,097,8	87,48	132,1	3	23,619,1	91,11	5,56
12	(a) & (b)		1st qr. of 1913	5,2	19	15,4	28	76,9	51	5,696,3	21,23	25,1	1	5,818,9	22,22	2,06
			1913-14.	18,2	65	67,7	1,16	360,8	2,34	25,646,2	98,98	122,9	3	26,315,2	1,03,16	5,52
			1914-15.	16,6	64	70,4	1,27	377,4	2,51	25,749,9	95,46	117,8	3	26,332,1	99,91	5,89

* Information not available.
† Included with the South Indian railway, 3' 3½" gauge section.

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.												Electric telegraph earnings. [In thousands.]	Steamboat earnings [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.				
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] §	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]			
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
2,02,08	*	4,22,56	*	2,47	*	7,63	*	44,11	*	2,56	12,46	*	4,91,79	86	...	15,63	7,70,36
2,92,86	*	4,54,66	*	3,54	*	9,49	*	46,02	*	3,15	10,35	*	5,27,23	95	...	11,92	8,33,96
2,86,24	*	5,84,83	*	8,11	*	9,22	*	44,28	*	2,96	13,54	*	6,57,94	1,00	...	12,21	9,57,39
78,48	*	1,09,75	*	1,26	*	2,19	*	16,86	*	1,13	3,59	*	1,34,78	24	...	1,73	2,10,23
3,11,25	*	4,98,80	*	3,44	*	9,11	*	54,23	*	3,09	13,07	*	5,81,74	1,05	35	27,20	9,21,59
3,38,63	*	4,04,52	*	6,29	*	10,40	*	51,05	*	2,88	10,81	*	4,85,95	1,11	68	23,52	8,49,68
28,94	*	20,09	*	21	*	43	*	2,39	*	41	35	*	23,88	15	...	55	53,52
30,68	*	19,49	*	22	*	68	*	3,52	*	41	31	*	25,13	15	...	49	56,45
31,37	*	20,40	*	1,23	*	67	*	3,24	*	67	36	*	26,57	14	...	48	58,56
7,98	*	3,84	*	17	*	13	*	83	*	14	21	*	5,32	3	...	27	13,60
34,64	*	23,74	*	1,07	*	74	*	2,78	*	53	73	*	28,57	15	...	66	64,02
38,09	*	30,23	*	74	*	77	*	3,00	*	48	40	*	35,62	19	...	66	72,56
2,91,02	4,835	4,42,65	30	2,68	386	8,06	5,188	46,50	21	2,97	12,81	10,460	5,15,67	1,01	...	16,18	8,23,88
3,23,54	5,091	4,74,17	40	4,46	457	10,17	5,195	49,34	24	3,56	10,66	10,807	5,52,36	1,10	...	12,41	8,89,41
3,17,61	6,190	6,05,23	59	4,34	483	9,89	4,552	47,52	25	3,63	13,90	11,309	6,84,51	1,14	...	12,69	10,15,95
81,46	1,424	1,13,59	17	1,43	123	2,32	1,610	17,69	8	1,27	3,80	3,182	1,40,10	27	...	2,00	2,23,83
3,45,89	6,000	5,21,54	61	4,81	483	9,85	5,719	57,01	25	3,61	12,79	12,288	6,10,31	1,20	35	27,86	9,85,61
3,74,71	5,363	4,34,75	59	7,03	508	11,17	5,836	54,05	21	3,36	11,21	11,787	5,21,57	1,30	68	23,38	9,22,24
92,67	1,536	68,19	4	15	115	3,04	675	8,92	2	37	19	2,332	80,86	30	...	13,16	1,87,08
1,01,78	1,674	74,61	8	22	157	3,84	1,076	9,12	3	62	63	2,918	89,04	47	...	16,91	2,08,20
1,12,77	2,134	93,60	4	19	195	4,92	1,702	10,64	5	76	55	4,040	1,10,66	51	..	25,66	2,49,60
28,25	534	21,74	1	6	53	1,26	476	3,55	1	22	48	1,065	27,31	13	...	6,58	62,27
1,20,65	1,936	83,65	6	27	194	4,35	1,292	9,74	8	1,17	67	3,436	99,35	52	...	25,57	2,46,09
1,07,89	1,706	71,95	3	15	217	6,60	1,174	9,13	8	1,15	20	3,108	89,18	46	...	15,38	2,12,91
25,93	†	20,33	†	24	†	6	†	1,00	†	19	22	†	32,04	6	...	5,36	63,39
26,77	†	25,46	†	21	†	4	†	72	†	22	23	†	36,88	7	...	5,94	69,66
29,18	†	36,66	†	19	†	6	†	88	†	29	25	†	38,33	7	...	6,58	74,16
7,17	†	9,59	†	4	†	1	†	27	†	7	6	†	10,04	2	...	1,62	18,85
33,36	†	37,02	†	31	†	16	†	1,20	†	36	29	†	39,34	8	...	6,77	79,55
32,57	†	36,22	†	36	†	22	†	1,32	†	29	33	†	38,73	7	...	6,50	78,17
23,48	399	20,36	...	1	57	1,96	165	2,72	...	5	30	621	25,40	19	5	2,58	51,70
26,20	415	21,08	...	...	65	2,28	184	2,65	...	6	10	664	26,17	20	...	3,19	55,76
29,33	499	25,57	1	9	74	2,59	145	2,51	1	25	35	720	31,36	22	...	3,59	64,50
9,68	124	5,90	...	1	20	56	38	69	1	8	12	183	7,36	7	...	97	18,08
32,00	607	29,07	...	2	75	1,92	150	2,16	2	25	44	884	33,86	23	...	4,34	70,43
32,30	538	26,75	...	2	93	2,76	150	1,99	2	16	36	783	32,04	20	8	4,23	69,35
‡78,83	1,646	71,48	...	3	113	1,31	534	6,75	8	99	20	2,301	‡74,44	44	10,77	3,24	1,67,72
‡86,03	1,882	84,31	1	3	128	1,56	536	7,09	10	1,19	28	2,557	‡86,35	49	12,07	3,51	1,88,45
‡92,25	2,066	97,87	1	3	160	2,32	520	6,98	16	1,75	37	2,763	‡99,23	52	12,06	6,64	2,10,80
‡23,25	575	26,50	...	...	52	67	119	1,62	6	75	7	752	‡26,93	14	2,64	2,22	55,16
‡1,04,32	1,834	84,10	1	1	150	2,24	422	5,75	23	2,97	43	2,480	‡88,25	51	11,14	5,23	2,09,45
‡1,01,34	1,926	86,33	1	2	202	2,75	355	4,79	5	69	24	2,489	‡86,40	48	11,65	3,88	2,03,75

* Information not available.

†Included with the South Indian railway, 3′ 3⅜″ gauge section.

‡ Excluding the Cawnpore-Burhwal (3′ 3⅜″ gauge link) earnings which, as to details, are included with the Bengal and North-Western railway and as to totals with the Oudh and Rohilkhand railway.

§ Live stock has been converted into tons at :—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

APPEN

Details of gross earning

Classification No. of Railway (Detailed in "Index" to Appendix I.)		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3' 3½" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
			1910	1,2	5	3,2	5	17,1	9	672,9	2,39	...	...	694,7	2,58	31
			1911	1,0	5	4,0	7	20,0	10	735,0	2,51	...	...	760,0	2,83	36
			1912	2,0	7	4,1	6	24,5	12	846,5	2,99	...	...	877,1	3,24	40
13	(*a*) & (*b*)	Bengal Dooars.	1st qr. of 1913	3	3	1,7	2	6,3	3	264,8	1,02	...	...	273,6	1,10	11
			1913-14.	2,2	7	4,9	7	32,4	14	951,6	3,26	...	...	991,1	3,54	46
			1914-15.	2,3	7	5,7	7	33,7	15	895,0	3,00	...	...	936,7	3,29	42
...	...	Bhavnagar-Gondal-Junagad-Porbandar.	1910	7,1	24	48,9	77	97,5	69	2,958,5	15,85	52,6	7	3,164,6	17,62	1,83
			1911	2,7	8	19,0	30	28,8	23	1,342,6	7,08	4,4	1	1,397,5	7,70	54
			1912	2,6	8	22,2	32	...	...	1,358,5	7,25	5,4	1	1,388,7	7,66	62
14	(*a*) & (*b*)	Bhavnagar State.	1st qr. of 1913	9	2	7,3	11	...	...	392,9	2,09	1,6	..	402,7	2,22	15
			1913-14.	2,7	7	24,0	32	...	...	1,449,7	7,32	19,2	2	1,495,6	7,73	64
			1914-15.	2,9	8	25,4	35	...	...	1,612,3	8,01	11,2	2	1,651,8	8,46	69
2	(*f* to (*l*)	Bombay, Baroda and Central India.	1910	27,8	2,17	102,3	3,11	229,1	2,75	22,314,9	98,87	53,4	8	22,727,5	1,06,98	10,07
			1911	33,6	2,89	111,2	3,74	303,7	3,85	23,522,7	1,04,99	51,5	7	24,022,7	1,15,54	13,01
			1912	29,7	2,27	112,6	3,48	356,9	4,11	24,491,8	1,05,48	42,4	7	25,033,4	1,15,41	11,47
			1st qr. of 1913	9,5	91	33,5	99	92,2	1,00	6,295,6	27,18	10,7	2	6,441,5	30,10	2,41
			1913-14.	31,0	2,78	125,3	3,84	366,7	3,90	27,189,6	1,14,10	40,9	7	2,775,35	1,24,69	11,61
			1914-15.	24,0	1,98	129,4	3,60	368,2	3,91	26,369,6	1,06,03	48,3	7	26,939,5	1,15,59	12,86
15	(*a*) to (*c*)	Burma ...	1910	55,4	3,00	166,8	3,11	...	...	20,930,6	74,94	397,8	27	21,550,6	81,32	4,74
			1911	55,8	3,07	172,0	3,23	...	...	22,597,7	80,66	471,8	29	23,297,3	87,25	5,14
			1912	60,4	3,07	189,5	3,47	...	...	24,968,7	88,10	490,2	33	25,708,8	94,96	5,98
			1st qr. of 1913	16,3	1,10	53,5	94	...	...	7,174,6	26,51	150,5	11	7,394,9	28,66	1,94
			1913-14.	65,9	3,44	224,1	4,14	...	..	27,625,2	93,73	751,9	44	28,667,1	1,01,75	6,64
			1914-15.	57,2	2,92	207,2	3,79	...	...	26,039,9	81,28	740,8	41	27,045,1	88,40	6,48
...	...	Deoghur.	1910	*	*	*	*	*	*	*	*	*	*	*	*	*
			1911	Amalgamated with the East Indian railway system												
17	(*a*) & (*b*)	Dibru- ... Sadiya.	1910	8,1	11	7,1	6	...	...	524,6	1,63	...	...	539,8	1,80	31
			1911	8,6	13	6,7	6	...	...	590,2	1,87	...	...	605,5	2,06	36
			1912	8,7	14	6,8	7	...	...	675,6	2,17	...	...	691,1	2,38	47
			1st qr. of 1913	2,8	4	1,2	1	2,3	2	191,5	72	...	...	197,8	79	16
			1913-14.	9,0	14	4,9	5	10,7	7	715,0	2,43	...	...	739,6	2,69	47
			1914-15.	7,7	12	5,9	7	10,0	6	703,0	2,09	...	...	726,6	2,34	39
3	(*b*) to (*d*).	Eastern Bengal.	1910	†	94	†	1,53	†	4,39	†	37,51	†	10	†	44,46	10,00
			1911	†	81	†	1,45	†	5,04	†	46,25	†	11	†	53,66	6,55
			1912	†	89	†	1,46	†	5,25	†	50,55	†	12	†	58,20	6,33
			1st qr. of 1913	†	22	†	32	†	1,35	†	14,02	†	3	†	15,94	1,60
			1913-14.	†	91	†	1,61	†	6,36	†	57,87	†	12	†	66,87	8,48
			1914-15.	†	87	†	1,55	†	5,58	†	55,49	†	12	†	63,61	7,47
18	(*a*) to (*c*)	Gondal-Porbandar State.	1911	3,3	9	24,5	28	35,1	22	1,327,2	5,94	2,9	...	1,393,0	6,53	45
			1912	3,6	10	32,6	37	...	...	1,267,6	6,16	1,8	...	1,305,6	6,63	50
			1st qr. of 1913	1,0	3	10,3	12	...	...	393,5	2,07	3	...	407,1	2,22	10
			1913-14	3,5	12	36,0	42	...	...	1,401,1	6,99	1,8	...	1,442,4	7,53	59
			1914-15.	4,2	12	38,8	45	...	...	1,511,5	7,03	3,2	...	1,557,7	7,60	54

* Information not furnished.
† Included with the Eastern Bengal railway 5' 6" gauge section.

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
2,89	87	6,96	...	...	22	92	14	11	...	...	6	123	8,05	2	17	32	11,45
3,19	93	7,14	...	...	24	1,05	23	17	...	...	5	140	8,41	2	16	24	12,02
3,64	103	8,46	...	...	34	1,50	19	16	...	...	5	161	10,17	3	18	32	14,34
1,21	25	1,43	...	...	9	44	3	3	...	...	...	37	1,90	1	5	5	3,22
4,00	141	10,03	...	...	41	1,78	16	16	...	1	4	198	12,02	3	19	17	16,41
3,71	130	9,29	...	...	53	2,36	20	23	...	...	3	203	11,81	3	18	26	15,99
18,95	337	11,69	...	...	10	15	26	14	1	5	6	374	12,09	21	...	83	32,08
8,24	189	6,26	...	...	6	7	21	11	2	10	—1	218	6,53	3	...	67	15,52
8,26	207	6,21	...	...	14	16	34	16	3	16	4	258	6,78	7	...	32	15,40
2,37	40	1,33	...	...	3	3	5	3	...	1	...	48	1,40	2	...	9	3,88
8,37	174	5,69	...	...	23	28	43	19	1	5	1	241	6,23	7	...	64	15,30
9,15	184	5,95	...	...	25	45	75	42	1	4	—1	285	6,85	7	...	56	16,63
1,17,05	2,245	1,65,09	4	42	217	3,42	299	5,24	23	2,96	39	2,788	1,77,52	65	...	4,76	2,99,33
1,28,55	2,526	1,74,12	4	45	245	3,74	494	6,89	27	3,59	41	3,296	1,89,20	70	...	5,70	3,24,15
1,36,88	2,493	1,84,68	4	40	120	2,20	394	7,13	24	2,90	39	3,035	1,97,70	61	...	7,21	3,32,40
33,51	635	48,25	1	8	37	70	115	1,72	7	80	3	795	51,58	16	...	1,44	85,69
1,36,30	2,415	1,59,24	5	41	159	2,57	332	5,72	29	3,68	16	2,940	1,71,78	62	...	6,82	3,15,52
1,28,45	2,261	1,55,09	9	1,14	183	2,75	467	6,97	23	2,83	33	2,943	1,69,11	58	...	6,07	3,04,21
86,06	1,838	96,07	3	16	10	60	1,097	7,20	8	2,27	24	2,956	1,06,54	20	70	4,76	1,98,26
92,39	1,882	98,57	4	17	12	78	1,034	7,17	9	2,94	24	2,941	1,09,87	23	81	5,41	2,06,71
1,00,94	1,969	1,02,07	5	19	10	1,15	893	6,73	10	3,00	39	2,887	1,13,53	25	81	3,52	2,19,05
30,60	832	39,67	2	10	2	20	118	96	2	81	6	956	41,80	8	25	1,64	74,37
1,08,39	2,368	1,22,65	6	26	14	1,23	745	6,10	11	3,38	21	3,144	1,33,83	30	88	3,55	2,46,95
94,88	2,198	1,19,97	5	24	14	1,46	738	7,06	8	2,36	23	2,963	1,31,32	29	87	6,50	2,33,86
*	*	*	...	...	*	*	..	...	...	...	...	*	*	...	...	*	*
2,11	113	3,70	...	...	577	5,63	33	5	...	...	2	703	9,40	6	...	43	12,00
2,42	122	4,60	...	...	570	5,59	66	23	...	1	1	758	9,90	6	...	34	12,72
2,85	143	4,58	...	...	578	6,19	17	6	...	1	2	738	10,86	6	...	27	14,04
95	54	1,34	...	...	133	1,45	3	1	...	...	...	190	2,80	2	...	3	3,80
3,16	147	5,06	...	...	543	5,81	20	7	...	1	4	710	10,99	6	...	28	14,47
2,73	141	4,53	...	...	599	6,39	31	7	...	1	1	771	11,01	4	...	14	13,92
54,46	†	51,00	†	4	†	1,43	†	4,77	†	44	18	†	57,85	28	11,09	60	1,24,28
60,21	†	56,31	†	...	†	1,82	†	7,67	†	62	99	†	67,41	30	12,16	47	1,40,55
64,73	†	61,88	†	...	†	1,99	†	6,48	†	91	41	†	71,67	34	13,46	63	1,50,83
17,74	†	15,98	†	...	†	75	†	2,52	†	36	12	†	19,73	8	3,93	4	41,52
75,35	†	71,87	†	1	†	2,75	†	7,21	†	1,87	59	†	84,30	35	15,37	96	1,76,33
71,08	†	56,63	†	2	†	3,59	†	6,64	†	85	38	†	68,11	30	12,69	3,59	1,55,77
6,98	194	4,38	...	...	7	7	12	10	2	7	1	215	4,63	10	...	35	12,06
7,13	218	4,55	...	...	5	9	9	9	3	9	2	235	4,84	10	...	38	12,45
2,32	62	1,37	...	...	2	3	6	5	...	...	...	70	1,45	3	...	34	4,14
8,12	236	5,23	...	..	9	10	9	9	1	2	1	255	5,45	9	...	56	14,22
8,14	223	5,16	...	...	12	16	9	8	...	1	1	244	5,42	9	...	55	14,23

*Information not furnished.
† Included with the Eastern Bengal railway, 5' 6" gauge section.
‡ Live stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. = 0·025 ton.
An elephant = 2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix I.)		Railway system.	Year.	Coaching Traffic.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds].	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3' 3½" Gauge —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	1910	4,5	28	35,0	96	...	...	2,153,7	10,96	27,5	6	2,220,7	12,26	1,14
			1911	5,4	35	37,4	1,05	...	...	1,961,4	10,30	40,2	7	2,064,4	11,77	1,47
			1912	6,0	49	38,9	98	...	...	2,309,6	12,42	40,5	3	2,395,0	13,92	2,34
			1st qr. of 1913	1,5	10	8,4	21	...	...	661,7	3,66	11,2	1	682,8	3,98	36
			1913-14.	5,8	35	37,7	89	...	...	2,790,0	14,64	47,4	3	2,880,9	15,91	1,55
			1914-15.	4,5	26	38,8	78	...	...	2,992,5	13,48	39,6	3	3,075,4	14,55	1,52
19	(a)	Jamnagar	1911	9	3	5,5	8	12,9	10	274,3	1,41	1,0	...	294,6	1,62	16
			1912	5	2	6,8	9	...	...	273,7	1,48	1,2	...	282,2	1,59	15
			1st qr. of 1913	1	1	2,3	3	...	...	88,3	51	4	...	91,1	55	4
			1913-14.	1,1	3	7,9	11	...	...	305,0	1,64	7	...	314,7	1,78	22
			1914-15.	7	2	8,3	12	...	...	334,0	1,73	9	...	343,9	1,87	19
20	(a) to (e)	Jodhpur-Bikaner.	1910	3,7	28	22,3	66	86,9	90	3,580,6	18,28	...	...	3,643,5	20,12	2,17
			1911	4,3	38	26,0	77	98,7	1,18	4,261,7	22,87	4	...	4,391,0	24,70	2,56
			1912	5,2	36	25,0	78	100,2	1,15	4,346,0	21,88	...	...	4,476,4	24,12	2,72
			1st qr of 1913	2,5	17	7,3	22	28,3	30	1,237,6	6,21	...	...	1,275,7	6,90	71
			1913-14.	6,1	48	31,4	91	133,3	1,32	4,908,0	24,59	...	...	5,078,8	27,30	3,00
			1914-15.	5,3	37	32,1	92	129,9	1,25	5,215,2	24,87	...	...	5,382,5	27,41	3,81
21	(a)	Junagad State.	1911	1,2	3	12,3	10	18,0	8	595,4	2,14	6,5	1	633,4	2,36	16
			1912	1,8	3	20,8	16	...	...	732,6	2,56	1,9	1	756,6	2,76	21
			1st qr. of 1913	5	1	6,2	5	...	...	231,2	81	1,0	...	238,9	87	5
			1913-14.	1,8	3	26,1	20	...	...	867,5	3,13	2,2	...	897,6	3,36	21
			1914-15.	1,9	3	26,9	21	...	...	865,2	3,06	2,4	...	896,4	3,30	22
6	(c) to (l)	Madras and Southern Mahratta.	1910	*	1,62	*	2,98	...	...	*	53,91	*	6	*	58,57	6,74
			1911	*	1,67	*	2,84	*	1	*	53,33	*	6	*	57,91	7,25
			1912	*	1,67	*	3,20	*	1	*	58,70	*	6	*	63,64	7,79
			1st qr. of 1913	*	39	*	78	*	...	*	15,91	*	3	*	17,11	1,96
			1913-14.	*	1,76	*	3,43	*	49	*	64,81	*	9	*	70,58	8,56
			1914-15.	*	1,50	*	3,35	*	47	*	64,57	*	9	*	69,98	8,80
22	(a)	Morvi ...	1910	2,1	10	9,8	23	139,0	1,17	311,3	1,94	...	...	462,2	3,44	35
			1911	2,3	13	9,2	24	114,6	95	364,6	2,46	...	...	490,7	3,78	36
			1912	2,5	10	12,7	23	...	...	498,6	3,75	...	...	513,8	4,08	36
			1st qr. of 1913	1,0	4	3,8	7	...	...	150,1	1,15	4	...	155,8	1,26	10
			1913-14.	3,0	12	15,1	28	...	...	587,3	4,33	6	...	606,5	4,73	52
			1914-15	2,6	11	15,6	29	...	...	608,0	4,36	5	...	626,7	4,76	50
10	(c)	Nilgiri ...	1911	†	45	†	15	...	...	†	94	†	2	†	1,56	80
			1912	†	...	†	52	...	...	†	98	†	3	†	1,53	99
			1st qr of 1913	†	56	...	...	...	...	†	1,07	†	3	†	1,66	1,13
			1913-14.	†	11	...	...	...	...	†	26	†	...	†	37	21
			1914-15.	...	...	...	...	...	...	...	...	Included with the South Indian railway.				

* Included with the Madras and Southern Mahratta railway, 5' 6" gauge section.
† Included with the South Indian railway, 3' 3½" gauge section.

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.																
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.		Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
13,40	247	20,31	1	4	13	54	157	1,21	...	4	9	413	22,33	12	...	81	36,56
13,24	241	18,80	1	5	6	21	138	1,28	...	4	10	386	20,58	14	...	1,01	34,97
16,16	297	24,60	1	4	14	52	311	1,54	...	7	10	623	26,87	16	...	1,07	44,26
4,34	86	7,96	...	...	4	15	62	39	...	1	5	152	8,56	3	...	15	13,08
17,46	281	23,35	2	4	26	96	173	1,26	...	6	12	482	25,79	13	...	1,13	44,51
16,07	298	23,20	1	3	18	59	168	88	...	5	10	485	24,85	12	...	1,30	42,34
1,78	26	61	...	...	...	...	...	1	...	...	...	26	62	2	...	4	2,46
1,74	32	58	...	...	...	1	...	...	...	...	...	32	59	2	...	3	2,38
59	7	17	...	...	...	...	1	1	...	...	...	8	18	...	...	2	79
2,00	40	81	...	...	1	2	2	2	...	1	...	43	86	2	...	4	2,93
2,06	41	77	...	...	1	3	3	2	...	1	1	45	84	2	...	9	3,01
22,29	521	22,04	...	4	15	15	151	1,87	...	6	6	687	24,22	14	...	86	47,51
27,26	831	31,59	...	3	18	21	127	1,64	1	11	7	977	33,65	13	...	1,11	62,15
26,84	1,051	40,62	1	2	20	23	107	1,68	1	11	6	1,180	42,72	13	...	73	70,42
7,61	258	9,53	...	2	8	11	24	32	...	3	3	290	10,04	3	...	18	17,86
30,30	946	34,83	1	4	24	28	214	2,89	2	14	6	1,187	38,24	14	...	1,15	69,83
31,22	647	25,21	3	28	17	19	139	1,57	2	16	7	808	27,48	14	...	1,37	60,21
2,52	69	1,70	...	...	1	1	17	11	...	1	—1	87	1,82	3	...	9	4,46
2,97	85	2,04	...	...	1	1	17	11	...	1	...	103	2,17	3	...	16	5,33
92	24	64	...	...	...	1	4	2	...	...	...	28	67	1	...	3	1,63
3,57	102	2,27	...	...	5	2	16	10	...	1	...	123	2,40	4	...	18	6,19
3,52	123	2,32	...	...	4	2	15	9	...	...	1	142	2,44	3	...	22	6,21
65,31	*	92,40	*	30	*	57	*	4,93	*	39	32	*	98,91	31	3,98	2,35	1,70,86
65,26	*	1,01,23	*	27	*	92	*	4,64	*	43	38	*	1,07,87	34	3,74	2,72	1,79,93
71,43	*	1,03,93	*	22	*	97	*	4,74	*	48	43	*	1,10,77	31	3,17	2,26	1,87,94
19,07	*	29,53	*	2	*	34	*	1,48	*	15	15	*	31,62	9	1,05	49	52,32
79,14	*	1,09,86	*	18	*	1,16	*	5,25	*	49	46	*	1,17,40	33	3,84	2,24	2,02,95
78,78	*	97,62	*	32	*	99	*	6,88	*	61	46	*	1,06,88	32	3,22	2,59	1,91,79
3,79	51	1,38	...	...	1	1	6	4	...	1	...	58	1,44	4	...	2	5,29
4,14	63	2,07	...	...	1	1	7	5	...	2	1	76	2,16	4	...	2	6,36
4,44	87	2,54	...	...	2	3	8	6	...	2	1	97	2,66	4	...	11	7,25
1,36	18	47	...	...	2	2	1	2	...	1	...	21	53	1	...	2	1,91
5,25	73	2,14	...	...	8	12	6	5	1	2	1	88	2,34	3	...	15	7,77
5,26	70	2,09	...	...	9	14	6	6	1	3	1	86	2,33	3	...	5	7,67
2,36	†	1,78	†	20	†	5	†	15	...	...	1	†	2,19	...	...	2	4,57
2,51	†	2,06	†	15	†	2	†	18	...	...	1	†	2,42	1	...	1	4,95
2,79	†	2,05	†	17	†	2	†	14	...	...	1	†	2,39	1	...	3	5,22
58	†	57	†	4	...	...	†	6	...	...	...	†	67	...	...	...	1,25
(3′ 3⅜″ gauge.)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

* Included with the Madras and Southern Mahratta railway, 5′ 6″ gauge section.
† Included with the South Indian railway, 3′ 3⅜″ gauge section.
‡ Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

Classification No. of Railway (Detailed in "Index" to Appendix I.)		Railway system.	Year.	Coaching traffic.													
				Passenger traffic.													Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is fixed. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
		3' 3½" gauge—*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	
			1910	6,1	49	24,4	98	31,7	30	3,852,2	11,61	6,6	1	3,921,0	13,39	1,35	
			1911	5,8	47	23,9	92	33,6	31	4,007,5	12,26	5,4	1	4,076,2	13,97	1,33	
			1912	6,3	52	24,9	1,01	34,8	33	4,843,2	14,66	4,5	1	4,913,7	16,53	1,60	
			1st qr. of 1913	1,3	9	6,0	23	8,4	7	1,193,0	3,55	...	...	1,208,7	3,94	34	
25	(*a*) & (*b*)	Rohilkund and Kumaon.	1913-14.	6,5	54	24,6	89	41,0	38	5,196,6	15,42	3,6	1	5,272,3	17,29	1,65	
			1914-15.	5,4	46	18,3	68	34,7	33	4,520,5	13,03	...	1	4,578,9	14,51	1,53	
			1910	*	9	*	21	...	...	*	2,88	*	1	*	3,19	20	
			1911	*	10	*	20	...	...	*	3,06	*	1	*	3,37	19	
			1912	*	11	*	23	...	...	*	3,22	*	1	*	3,57	20	
			1st qr. of 1913	*	3	*	6	...	...	*	84	*	...	*	93	5	
10	(*f*)	Shoranur-Cochin.	1913-14.	...	...	...	...	...	...	...	...	Included	with the	South	Indian	railway	
			1914-15.														
			1910	†52,6	1,78	‡331,4	3,96	...	...	†32,479,2	86,02	†1,195,4	49	†34,059,2	92,35	5,94	
			1911	†46,6	1,85	‡392,4	4,15	...	...	†36,122,1	92,55	†1,426,7	53	†37,987,8	99,08	6,64	
			1912	†80,5	1 94	†409,4	4,62	...	...	†40,888,3	1,02,15	†1,606,1	61	†42,984,3	1,09,32	7,04	
10	(*b*) to (*e*)	South Indian.	1st qr. of 1913	†19,8	66	†96,5	1,09	...	...	†10,071,1	23,86	†459,3	16	†10,646,7	25,77	1,72	
			1913-14.	†87,8	‡2,81	†427,6	‡5,23	...	...	†44,646,8	‡1,11,98	†2,034,8	‡75	†47,197,0	‡1,20,77	‡8,91	
			1914-15.	†78,9	‡2,49	†397,1	‡5,42	...	...	†44,308,2	‡1,07,86	†2,171,2	‡79	†46,955,4	‡1,16,56	‡9,40	
			1910	1,0	6	1,7	5	1,9	2	295,7	1,27	5	...	309,8	1,40	11	
			1911	1,0	8	2,2	6	1,6	2	343,8	1,55	5	...	349,1	1,71	13	
			1912	1,0	8	2,3	7	1,9	3	359,8	1,37	5	...	365,5	1,54	16	
			1st qr. of 1913	4	3	7	2	6	...	94,2	41	1	...	96,0	46	3	
26	(*a*)	Udaipur-Chitorgarh.	1913-14.	1,4	9	2,1	6	1,8	2	401,8	1,72	5	...	407,6	1,89	13	
			1914-15.	5	4	2,0	5	1,4	1	383,1	1,52	5	...	387,5	1,62	12	
		2' 6" gauge															
			1911	4	1	...	...	3,7	3	226,5	1,00	...	...	230,6	1,04	8	
			1912	6	2	...	...	4,9	5	283,4	1,28	...	...	290,9	1,35	6	
29	(*a*)	Arrah-Sasaram Light.	1st qr. of 1913	1	...	...	...	1,3	1	86,3	35	...	...	87,7	36	1	
			1913-14.	7	2	...	...	4,6	4	389,6	1,32	...	...	394,9	1,38	5	
			1914-15.	7	2	...	...	5,3	5	436,9	1,43	...	...	442,9	1,50	5	
30	(*a*)	Bangalore-Chik Ballapur.	1914-15.	Information not available.													
			1910	2	1	2,7	3	11,3	7	502,4	1,80	21,6	3	538,2	1,94	12	
			1911	4	1	2,9	3	14,6	9	615,8	2,14	36,8	6	670,5	2,33	9	
			1912	4	1	3,5	4	17,2	11	701,2	2,51	49,5	7	771,8	2,74	13	
32	(*a*)	Baraset-Basirhat Light.	1st qr. of 1913	1	...	1,0	1	6,2	4	199,0	68	13,2	2	219,5	75	3	
			1913-14.	5	1	3,7	4	24,6	16	747,5	2,46	62,6	8	838,9	2,75	10	
			1914-15.	6	1	4,3	5	26,8	18	715,2	2,52	71,6	9	818,5	2,85	11	

* Included with the South Indian railway, 3' 3½" gauge section.

† Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Hosur and Tirupattur-Krishnagiri railways.

‡ Includes figures for the Nilgiri and Shoranur-Cochin Railways.

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs	Rs.		Rs	Rs.	Rs.	Rs.	Rs.
14,74	539	13,99	6	11	5	5	115	1,35	...	1	...	665	15,51	9	...	1,37	31,71
15,30	556	15,32	3	7	6	5	80	73	...	3	1	645	16,21	10	...	2,53	34,14
18,13	631	18,58	8	14	5	5	85	47	...	3	10	729	19,37	10	...	4,08	41,68
4,28	189	6,22	3	6	2	2	28	16	...	1	2	222	6,49	3	...	75	11,55
18,94	574	18,19	5	16	7	7	103	73	...	1	15	689	19,31	9	...	3,01	41,35
16,04	486	15,64	1	7	7	8	105	74	...	1	3	599	16,57	8	...	2,30	34,99
3,39	†	2,13	...	...	...	...	†	2	...	...	4	†	2,19	1	...	4	5,63
3,56	†	2,33	...	...	...	...	†	4	...	1	5	†	2,43	1	...	1	6,01
3,77	†	2,41	...	...	...	...	†	4	...	1	5	†	2,51	1	...	1	6,30
98	†	60	...	...	...	...	†	...	...	...	2	†	62	1	...	...	1,61
(3' 3½" gauge.)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
98,19	‡2,280	66,67	‡3	5	‡29	43	‡391	2,13	‡14	69	61	‡2,717	70,58	34	...	2,30	1,71,41
1,05,72	‡2,529	78,88	‡2	6	‡20	39	‡385	2,60	‡19	91	74	‡2,955	83,58	38	...	2,20	1,91,88
1,16,36	‡2,659	82,70	‡3	5	‡38	84	‡442	2,84	‡20	111	93	‡3,161	88,49	41	...	4,38	2,09,64
27,49	‡725	22,16	‡1	1	‡16	33	‡113	71	‡4	32	30	‡858	23,85	11	...	1,64	53,09
§1,29,68	‡3,632	§85,48	‡3	§24	‡47	§1,02	‡541	§3,19	‡23	§1,28	§1,26	‡3,246	§92,47	§47	§6	§4,29	§2,26,97
§1,25,96	‡3,510	§81,32	‡3	§29	‡40	§86	‡573	§3,21	‡18	§1,00	§1,28	‡3,144	§87,96	§44	§1,26	§3,78	§2,19,40
1,51	22	92	...	...	...	1	1	1	...	...	1	23	95	2	...	4	2,52
1,84	20	91	...	...	1	1	...	...	...	1	1	21	94	1	...	5	2,84
1,70	29	1,22	...	...	...	...	2	1	...	...	3	31	1,26	1	...	8	3,05
49	8	39	...	...	...	...	1	...	...	...	1	9	40	1	...	2	92
2,02	21	1,02	...	...	1	1	1	1	...	...	2	23	1,06	1	...	10	3,19
1,74	17	75	...	...	1	1	1	...	...	...	2	19	78	1	...	12	2,65
1,12	8	20	...	...	...	1	...	...	...	...	...	8	21	...	...	...	1,23
1,41	18	31	...	...	...	...	...	...	...	...	...	18	31	...	...	...	1,72
37	3	5	...	...	...	...	...	...	...	...	...	3	5	...	...	3	45
1,43	26	43	...	...	1	1	...	...	...	...	...	24	44	...	...	7	1,94
1,55	25	51	...	...	2	3	4	2	...	...	...	31	56	...	...	2	2,13
Information not available.																	
2,06	13	29	...	...	...	...	...	...	...	...	...	13	29	...	...	1	2,36
2,43	17	35	...	...	...	...	...	...	...	...	...	17	35	...	...	1	2,78
2,87	27	50	...	...	...	...	...	...	...	...	...	27	50	...	...	1	3,38
78	5	13	...	...	...	...	...	...	...	...	...	5	13	...	...	...	91
2,85	21	42	...	...	...	...	...	...	...	...	...	21	42	...	...	1	3,28
2,96	25	52	...	...	...	...	...	...	...	...	...	25	52	...	...	1	3,49

* Live-stock has been converted into tons at—
A head of cattle, or a pony or horse ... ... =0·25 ton.
A head of sheep, goat, etc. ... ... =0·025 ton.
An elephant ... ... =2·50 tons.

† Included with the South Indian railway, 3' 3½" gauge section.

‡ Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Hosur and Tirupattur-Krishnagiri railways.

§ Includes figures for the Nilgiri and Shoranur Cochin railways.

Classification No. of Railway (Detailed in "Index" to Appendix I.)		Railway system.	Year.	COACHING TRAFFIC.														Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.														
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.				
Main head	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No [In hundreds.]	Earnings. [In thousands.]			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			17
		2' 6" Gauge —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.			Rs.
			1910	5	1	3,7	6	...	...	800,3	3,65	...	...	804,5	3,72			10
			1911	5	1	2,8	5	...	...	776,5	3,64	...	...	779,8	3,70			12
			1912	3	2	3,4	6	...	...	913,0	4,65	...	...	916,7	4,73			13
			1st qr. of 1913	1	1	1,0	2	...	...	218,3	1,16	...	...	219,4	1,19			4
32	(a)	Barsi Light.	1913-14.	4	2	4,1	8	...	...	1,061,7	6,09	3	...	1,066,5	6,19			19
			1914-15.	4	2	3,9	7	...	...	924,3	4,96	...	...	928,6	5,05			18
			1910	1	...	1,5	...	25,4	4	536,6	78	29,2	4	592,8	86			4
			1911	2	...	1,7	1	24,9	4	531,6	76	29,7	3	590,1	84			5
			1912	1	...	1,6	1	23,2	4	569,6	81	40,3	3	634,8	89			4
34	(a)	Bengal Provincial.	1st qr. of 1913	1	...	4	...	5,8	1	150,8	22	9,2	1	166,3	24			1
			1913-14.	2	...	1,4	1	22,3	4	520,7	88	35,1	3	579,7	96			5
			1914-15	2	...	1,7	1	20,2	4	532,6	90	35,9	4	590,6	99			4
			1910	9	1	1,9	1	13,5	7	349,2	78	...	...	365,5	87			4
			1911	6	1	2,1	1	13,5	7	360,5	78	...	...	376,7	87			4
			1912	8	1	2,8	2	16,7	8	686,2	1,89	...	...	706,5	2,00			4
35	(a)	Bukhtiarpur-Bihar Light.	1st qr. of 1913	2	...	7	...	3,3	2	86,4	21	...	...	90,6	23			2
			1913-14.	8	1	2,3	2	12,9	6	365,0	82	...	...	381,0	91			8
			1914-15.	6	1	3,2	2	16,8	8	419,7	98	...	...	440,3	1,04			7
			1911	...	...	1	...	...	...	87,0	16	...	...	87,1	16			1
			1912	...	...	5	1	...	...	96,3	19	...	...	96,8	20			1
38	(a)	Champaner-Shivraj-pur Light.	1st qr. of 1913	...	...	2	...	...	...	33,3	7	...	...	33,5	7			1
			1913-14.	...	...	4	1	...	...	141,4	30	...	...	141,8	31			1
			1914-15.	...	...	4	1	...	...	136,0	28	...	...	136,4	29			1
			1910	2	...	1,2	2	...	...	97,6	42	...	...	99,0	44			6
			1911	2	...	1,4	2	...	...	85,4	40	...	...	87,0	42			8
			1912	1	...	7	1	...	...	79,8	38	...	...	80,6	39			6
39	(a)	Cutch State.	1st qr. of 1913	1	...	1	...	...	...	20,8	10	...	...	21,0	10			1
			1913-14.	5	2	6	1	...	...	73,4	35	...	...	74,5	38			10
			1914-15.	2	1	3	1	...	...	33,5	40	...	...	34,5	42			6
			1911	2	...	...	...	4	...	33,4	8	...	...	34,0	8			1
			1912	2	...	...	...	7	1	39,4	9	...	...	40,3	10			...
			1st qr of 1913	1	...	...	...	1	...	11,4	3	...	...	11,6	3			...
40	(a)	Dehri-Rohtas Light.	1913-14.	2	...	...	...	4	...	50,1	11	...	...	50,7	11			1
			1914-15.	2	1	...	...	3	...	59,8	13	...	...	60,3	14			...

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.																
	MERCHANDISE GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
3,82	102	2,89	...	...	2	4	4	1	...	...	3	108	2,97	2	...	17	6,98
3,82	105	3,25	...	...	2	4	6	3	...	...	3	113	3,35	3	...	25	7,45
4,86	125	4,89	...	...	3	12	11	3	...	...	5	139	5,09	4	...	32	10,31
1,23	36	1,65	...	...	3	10	4	1	...	...	1	43	1,77	2	...	8	3,10
6,38	144	6,08	...	...	7	24	12	3	1	...	5	164	6,40	5	...	35	13,18
5,23	132	5,14	...	...	7	21	9	5	1	...	4	149	5,44	5	...	46	11,18
90	47	32	...	...	1	1	...	...	...	...	...	48	33	...	...	1	1,24
89	53	35	...	...	...	...	...	...	...	...	...	53	35	1	...	1	1,26
93	51	34	...	...	...	1	...	...	...	...	...	51	35	1	...	2	1,31
25	14	9	...	...	...	...	...	...	...	...	...	14	9	...	...	...	34
1,01	40	32	...	...	...	...	1	...	...	...	...	41	32	...	...	1	1,34
1,03	45	37	...	...	1	1	...	...	...	...	...	46	38	...	...	2	1,43
91	26	32	...	...	...	...	...	...	...	...	...	26	32	...	...	1	1,24
91	28	43	...	...	...	...	...	...	...	...	...	28	43	...	...	...	1,34
2,04	33	45	...	...	...	...	...	...	...	...	...	33	45	...	...	1	2,50
25	5	7	...	...	...	...	...	...	...	...	...	5	7	...	...	4	36
99	28	52	...	...	...	...	...	...	...	...	...	28	52	...	...	7	1,58
1,11	34	55	...	...	...	...	...	...	...	...	...	34	55	...	...	...	1,66
17	47	46	...	...	...	...	...	...	...	...	...	47	46	1	...	...	64
21	65	63	...	...	1	1	1	...	...	...	...	67	64	1	...	2	88
8	25	24	...	...	...	...	...	...	...	...	...	25	24	...	...	1	33
32	58	52	...	...	1	...	1	1	*...	*...	...	60	53	1	...	1	87
30	33	29	...	...	1	1	1	...	...	...	...	35	30	1	...	3	64
50	17	34	...	...	1	2	...	...	...	...	7	18	43	...	...	1	94
50	19	40	...	...	...	1	...	1	...	...	8	19	50	...	...	1	1,01
45	21	46	...	...	...	1	1	1	...	...	9	22	57	...	...	...	1,02
11	3	9	...	...	...	...	1	1	...	...	2	4	12	...	...	...	23
48	17	43	...	...	1	2	...	...	...	...	4	18	49	...	...	...	97
48	17	40	...	...	...	1	...	...	...	...	8	17	49	...	...	...	97
9	8	12	...	...	2	3	...	...	...	...	...	10	15	...	...	...	24
10	40	62	...	...	4	6	...	...	...	...	...	44	68	...	...	1	79
3	15	24	...	...	2	3	...	...	...	...	...	17	27	...	...	1	31
12	77	1,19	...	...	10	15	...	...	...	...	...	87	1,34	...	...	4	1,50
14	103	1,58	...	...	9	15	...	...	...	...	...	112	1,73	...	...	4	1,91

* Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse ... =0·25 ton.
A head of sheep, goat, etc. ... ... =0·025 ton.
An elephant ... ... =2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix I.)		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		2' 6" Gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
41	(a)	Dholpur-Bari.	1910	...	1	6	...	...	...	72,0	20	...	...	72,6	21	2
			1911	2	...	4	...	...	...	71,0	19	...	...	71,6	19	1
			1912	4	1	...	...	...	...	71,0	19	...	...	71,4	20	1
			1st qr. of 1913	3	1	...	...	...	...	18,6	6	...	...	18,9	7	1
			1913-14.	...	...	4	...	...	...	84,3	27	...	...	84,7	27	2
			1914-15.	7	1	...	...	...	...	79,0	24	...	...	79,7	25	2
43	(a)	Godhra-Lunavada	1913-14.	...	...	1	...	...	...	25,3	10	...	...	25,4	10	...
			1914-15.	...	...	6	1	...	...	79,8	33	...	...	80,4	34	1
44	(a)	Jessore-Jhenidah.	1913-14.	...	...	...	...	...	Detailed information not available			...	...	...	...	...
			1914-15.	...	...	...	...	...	Information not avnilable			...	...	...	...	...
45	(a)	Kolar District.	1913-14.	...	...	3	...	...	...	35,0	6	...	...	35,3	6	...
			1914-15.	...	...	1,0	1	...	...	155,3	26	1,0	...	157,3	27	...
46	(a)	Madeya Light.	1912 1st qr. of 913 1913-14 1914-15.	...	...	...	...	...	Information not available			...	...	...	...	...
10	(j) & (k)	Morappur Hosur and Tirupattur-Krishnagiri.	1910	*	...	*	2	..	...	*	64	*	...	*	66	3
			1911	*	...	*	2	...	...	*	63	*	...	*	65	3
			1912	*	...	*	2	...	...	*	70	*	...	*	72	4
			1st qr. of 1913	*	...	*	...	...	...	*	15	*	...	*	15	1
			1913-14	*	2	*	1	...	...	*	1,18	*	...	*	1,21	6
			1914-15.	*	3	*	...	...	...	*	1,31	*	...	*	1,34	7
1	(d)	Mourbhanj.	1910	1	...	4	1	1,6	1	63,3	20	...	...	65,4	22	2
			1911	2	...	5	1	1,8	1	70,7	23	...	...	73,2	25	2
			1912	2	1	4	...	1,9	1	64,9	21	...	...	67,4	23	2
			1st qr. of 1913	1	...	1	...	4	1	18,1	5	...	...	18,7	6	1
			1913-14.	1	1	3	...	1,9	1	78,1	24	...	...	80,4	26	2
			1914-15.	1	...	3	1	2,6	1	73,2	23	...	...	76,2	25	2

† Included with the South Indian railway, 3' 3¾" gauge section.

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steamboat earnings. [In thousands]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
23	19	24	...	...	...	...	...	...	...	...	...	19	24	1	...	...	48
20	21	21	...	...	...	...	...	...	...	...	...	21	21	...	...	...	41
21	18	17	...	...	...	...	2	1	...	...	...	20	18	...	...	1	40
8	4	6	...	...	...	...	...	...	...	...	...	4	6	...	...	...	14
29	21	25	...	...	...	...	1	...	...	...	...	22	25	...	...	...	54
27	30	43	...	...	...	...	1	...	...	...	...	31	43	1	...	1	72
10	2	3	...	...	...	...	...	...	...	...	...	2	3	...	...	...	13
35	6	9	...	...	...	...	...	...	...	...	...	6	9	1	...	...	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	1	1	...	...	...	...	2	1	...	...	...	3	2	...	...	...	9
27	6	7	...	...	...	...	6	2	...	...	...	12	9	...	...	...	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
69	*	33	...	...	...	...	...	...	...	...	1	*	34	...	...	...	1,03
68	*	37	...	...	...	...	...	1	...	...	...	*	38	...	...	...	1,06
76	*	36	...	...	...	...	...	1	...	...	...	*	37	...	...	...	1,13
16	*	8	...	...	...	...	...	...	...	...	...	*	8	...	...	...	24
1,27	*	50	...	...	...	...	...	2	...	...	1	*	53	...	...	1	1,81
1,41	*	54	...	...	...	...	...	1	...	...	1	*	56	...	...	1	1,98
24	17	31	...	...	...	...	1	1	...	...	1	18	33	...	...	1	58
27	20	34	...	...	...	...	...	...	...	...	...	20	34	1	...	...	62
25	15	24	...	...	...	...	...	...	...	...	...	15	24	1	...	1	51
7	6	11	...	...	...	...	...	...	...	...	...	6	11	...	...	...	18
28	21	37	...	...	...	...	...	...	...	...	...	21	37	1	...	1	67
27	16	27	...	...	...	...	...	...	...	...	...	16	27	...	...	...	54

* Included with the South Indian railway, 3' 3⅜" gauge section.

† Live-stock has been converted into tons at:—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

Classification No. of Railway Detailed in "Index" to Appendix I.		Railway system.	Year.	Coaching Traffic.													Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.													
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
Main-head.	Sub-head.			No. [in hundreds]	Earnings [In thousands]	No. [in hundreds.]	Earnings. In [thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		17
					Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
		2' 6" Gauge —*concld.*															
			1st qr. of 1913	...	...	2	...	...	...	14,2	5	...	...	14,4	5		...
47	(a)	Nadiad-Kapadvanj.	1913-14.	...	...	1,1	2	...	...	201,0	68	...	...	202,1	70		4
			1914-15.	...	...	9	1	...	...	224,6	81	...	...	225,5	82		5
			1910	4	1	...	...	2,3	1	127,7	18	...	...	130,4	20		2
			1911	2	1	3	...	2,2	1	129,8	24	...	...	132,5	26		1
			1912	2	1	3	...	2,3	1	126,3	24	...	...	129,1	26		2
1	(f)	Parlakimedi Light.	1st qr. of 1913	2	1	1	...	7	...	45,4	9	...	...	46,4	10		1
			1913-14.	4	1	4	...	2,2	1	157,8	30	...	...	160,8	32		3
			1914-15.	2	...	3	...	2,4	1	158,2	37	...	...	161,1	38		3
			1910	1	...	2,0	1	...	...	361,5	56	...	...	363,6	57		2
			1911	1	...	2,3	2	...	...	390,7	58	...	...	393,1	60		2
			1912	2	...	3,2	2	...	...	416,7	63	...	...	420,1	65		2
25	(c)	Powayan Light.	1st qr. of 1913	1	...	6	...	...	...	95,7	14	...	...	96,4	14		1
			1913-14	1	...	3,2	2	...	...	447,0	67	...	...	450,3	69		1
			1914-15.	1	...	2,6	2	...	...	359,7	53	...	...	362,4	55		2
			1910	4	1	...	...	12,4	7	848,7	2,78	...	...	861,5	2,86		9
			1911	4	1	...	...	13,6	8	930,2	3,10	...	...	953,2	3,19		9
			1912	7	1	...	...	13,3	8	980,2	3,39	...	...	994,1	3,39		10
48	(a)	Shahdara (Delhi)-Saharanpur. Light.	1st qr of 1913	2	...	...	...	3,4	4	244,6	82	...	...	248,3	86		2
			1913-14.	7	2	...	...	14,4	9	1,091,7	3,56	...	...	1,106,8	3,67		10
			1914-15.	5	1	...	...	15,0	9	1,020,8	3,31	...	...	1,036,3	3,41		10
			1910	2,3	3	...	...	4,8	1	132,3	33	15,5	1	154,9	38		6
			1911	2,0	2	...	...	5,4	2	143,6	36	16,5	1	167,5	41		6
			1912	2,2	3	...	...	5,9	2	155,7	38	16,9	1	180,7	44		7
49	(a)	Tezpore-Balipara Light.	1st qr. of 1913	9	1	...	...	1,6	...	38,9	10	2,6	...	44,0	11		2
			1913-14.	1,7	2	...	...	6,3	2	164,0	41	17,2	2	189,2	47		7
			1914-15.	1,3	2	...	...	7,2	2	164,2	40	17,4	1	190,1	45		6
			1910	7,7	94	21,9	92	...	...	176,1	1,55	...	...	205,7	3,41		1,00
			1911	7,8	92	20,7	84	...	...	208,5	1,63	...	...	237,0	3,39		98
			1912	8,6	1,03	22,2	95	...	...	233,6	1,90	...	...	264,4	3,88		1,19
50	(a)	Darjeeling Himalayan.	1st qr. of 1913	2,3	27	3,2	14	...	...	46,1	39	...	...	51,6	80		18
			1913-14.	8,6	1,00	13,1	98	...	...	220,9	1,90	...	...	252,6	3,88		1,16
			1914-15.	6,0	72	23,0	99	...	...	206,7	1,91	...	...	235,7	3,62		1,20
51	(a)	Darjeeling-Himalayan railway Extensions.	1914-15.	...	...	...	...	...	Information not available			...	...	...	...		...

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.					
	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
5	1	1	...	...	...	...	...	...	...	...	...	1	1	...	...	...	6
74	12	29	...	...	...	...	...	...	...	...	...	12	29	...	...	...	1,03
87	14	31	...	...	...	...	1	...	...	...	...	15	31	...	...	1	1,19
22	6	5	...	...	...	...	...	...	...	...	...	6	5	...	...	...	27
27	6	5	...	...	...	...	...	1	...	...	...	6	6	...	...	...	33
28	9	10	...	...	...	...	1	1	...	...	...	10	11	...	...	1	40
11	4	4	...	...	...	...	...	...	...	...	...	4	4	...	...	...	15
35	16	15	...	...	...	...	...	1	...	...	...	16	16	...	...	...	51
41	10	9	...	...	...	...	...	...	...	...	...	10	9	...	...	...	50
59	25	35	...	...	...	...	2	1	...	...	...	27	36	...	...	...	95
62	34	37	...	...	...	...	2	1	...	...	3	36	41	...	...	...	1,03
67	29	34	...	...	...	...	2	...	...	...	...	31	34	...	...	...	1,01
15	5	5	...	...	...	...	...	...	...	...	...	5	5	...	...	...	20
70	24	27	...	...	...	...	...	...	...	...	...	24	27	...	...	...	97
57	22	25	...	...	...	...	...	...	...	...	1	22	26	...	...	...	83
2,95	75	2,07	...	...	...	...	...	...	...	...	...	75	2,07	...	...	2	5,04
3,28	80	2,01	...	...	...	1	...	...	...	...	...	80	2,02	...	...	2	5,32
3,49	106	2,60	...	...	...	...	...	...	...	...	...	106	2,60	...	...	1	6,10
88	42	1,04	...	...	...	...	...	...	...	...	...	42	1,04	...	...	...	1,92
3,77	91	2,34	...	...	1	2	...	...	...	...	2	92	2,38	...	...	2	6,17
3,51	116	2,91	...	...	1	1	1	1	...	...	1	118	2,94	...	...	3	6,48
44	6	33	...	...	4	11	...	...	...	...	1	10	45	1	...	4	94
47	8	44	...	...	6	17	...	...	...	...	1	14	62	2	...	4	1,15
51	9	42	...	...	8	21	...	...	...	...	1	17	64	1	...	5	1,21
13	2	8	...	...	2	5	...	...	...	...	...	4	13	...	...	1	27
54	12	49	...	...	10	25	...	...	...	...	1	22	75	2	...	4	1,35
51	12	50	...	...	11	28	...	...	...	...	2	23	80	2	...	3	1,36
4,41	35	4,81	...	8	3	23	8	35	...	...	6	46	5,53	3	...	6	10,03
4,37	38	5,08	...	7	3	28	9	37	...	2	...	50	5,82	3	...	8	10,30
5,07	40	5,40	...	6	3	30	10	42	...	4	...	53	6,22	3	...	7	11,39
98	8	1,21	...	4	1	6	3	11	...	...	...	12	1,42	1	...	2	2,43
5,04	43	6,02	...	11	4	30	10	38	...	2	...	57	6,83	3	...	9	11,99
4,82	42	5,63	...	9	4	37	9	30	...	2	...	55	6,41	3	...	10	11,36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

* Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix I.)		Railway system.	Year.	Coaching Traffic.													
				Passenger Traffic.													Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class...		3rd class.		Season and vendors' tickets.		Total.			
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		17
		2'0" Gauge.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
52	(a)	Gwalior Light.	1913-14.	7	6	6,6	12	...	...	420,4	2,41	...	...	427,7	2,59		16
			1914-15.	2	1	4,0	6	...	...	330,6	1,90	...	...	334,8	1,97		19
53	(a)	Howrah-Amta Light.	1910	3	...	9	1	21,8	11	1,181,9	4.04	137,7	13	1,343,6	4,29		10
			1911	3	1	1,8	1	23,6	11	1,261,0	4,15	178,3	15	1,465,0	4,53		9
			1912	3	1	1,9	1	29,4	14	1,372,1	4,53	217,1	18	1,620,8	4,87		13
			1st qr. of 1913	1	...	6	1	10,9	4	370,0	1,23	58,5	5	440,1	1,33		4
			1913-14.	7	1	4,2	2	64,4	21	1,497,6	4,62	277,6	21	1,844,5	5,07		16
			1914-15.	7	1	9,9	3	91,9	24	1,556,3	4,59	352,5	22	2,011,3	5,10		17
54	(a)	Howrah-Shealahala Light.	1910	1	...	...	...	6,1	2	432,4	90	123,7	14	562,3	1,06		2
			1911	1	...	...	...	5,8	2	411,2	90	205,5	21	622,1	1,13		2
			1912	2	...	...	...	7,0	2	459,0	98	245,4	24	711,6	1,24		3
			1st qr. of 1913	...	...	...	...	2,8	1	119,1	25	66,9	7	188,3	33		1
			1913-14.	1	...	...	...	23,1	5	504,4	1,04	340,4	30	868,0	1,39		3
			1914-15.	1	...	1,4	...	36,4	7	491,8	98	378,5	31	908,2	136		3
55	(a)	Jagadhri Light.	1911	...	...	4	...	...	...	56,8	5	...	...	57,2	5		1
			1912	...	...	8	...	...	...	151,9	12	...	...	159,7	12		...
			1st qr. of 1913	...	...	...	...	...	...	66,6	5	...	...	66,6	5		...
			1913-14.	...	...	7	...	...	...	159,3	15	...	...	160,0	15		...
			1914-15.	...	...	4	...	...	...	139,4	13	...	...	139,8	13		1
56	(a)	Jorhat (Provincial).	1910	...	...	...	...	...	...	201,6	32	...	...	201,6	32		...
			1911	...	...	...	...	...	...	208,9	36	...	...	206,9	36		...
			1912	...	...	...	...	...	...	207,6	36	...	...	207,6	36		...
			1st qr. of 1913	...	...	...	...	...	...	53,9	10	...	...	53,9	10		...
			1913-14.	...	...	...	...	...	...	221,8	36	...	...	221,8	36		...
			1914-15.	...	...	...	...	...	...	214,2	37	...	...	214,2	37		...
20	(f)	Pipar-Bilara Light.	1910	...	...	...	...	...	...	3,9	1	...	...	3,9	1		...
			1911	...	...	2	...	...	...	58,4	11	...	...	53,6	11		1
			1912	...	...	3	...	...	...	73,3	16	...	...	73,6	16		1
			1st qr. of 1913	...	...	1	...	...	...	14,3	4	...	...	14,4	4		...
			1913-14.	...	...	3	...	...	...	68,4	19	...	...	68,7	19		...
			1914-15.	...	...	3	...	...	...	74,4	19	...	...	74,7	19		...
58	(a)	Tarikere-Narasimharajapura.	1914-15.	...	...	...	...	...	Information not available			...	...	...	...		...
		Total of all Railways.	1910	778,4	58,82	2,962,1	77,23	11,082,9	94,99	332,461,7	14,65,16	24,340,9	15,85	371,576,0	17,12,04		2,09,01
			1911	798,3	66,38	3,135,4	83,83	11,762,4	1,08,88	348,479,5	15,73,15	25,687,5	16,85	389,862,6	18,49,09		2,38,88
			1912	795,5	62,99	3,223,2	83,31	10,833,8	91,37	375,566,8	17,01,35	26,810,6	17,55	417,229,4	19,56,48		2,41,23
			1st qr. of 1913	230,3	20,00	844,1	21,39	2,882,9	24,24	98,220,6	4,52,42	7,441,4	4,81	109,619,3	5,22,86		60,62
			1913-14.	812,6	68,94	3,460,6	88,70	12,370,8	1,03,48	410,959,8	18,37,03	30,114,1	19,36	457,717,9	21,17,51		2,60,54
			1914-15.	724,5	59,78	3,462,5	89,99	12,617,7	1,03,31	403,558,8	17,62,96	30,722,4	19,35	451,085,9	20,35,29		3,13,43

DIX 5—*concld.*

of each railway system.

Total coaching traffic earnings [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steamboat earnings. [In thousands]	Sundry earnings [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [If thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
2,75	76	2,28	...	...	3	4	...	...	...	...	2	79	2,34	3	...	2	5,14
2,16	95	2,99	...	...	4	7	...	...	...	...	2	99	3,08	4	...	3	53
4,39	20	44	...	...	...	...	...	...	...	...	...	20	44	...	...	1	4,84
4,52	26	46	...	...	...	...	...	...	...	...	...	26	46	...	...	1	4,99
5,00	33	58	...	...	...	...	...	...	...	...	...	33	58	...	...	1	5,59
1,37	9	16	...	...	...	...	...	...	...	...	...	9	16	...	...	...	1,53
5,23	41	69	...	...	...	...	...	...	...	...	...	41	69	...	...	2	5,94
5,27	48	83	...	...	...	...	...	...	...	...	...	48	83	...	...	3	6,13
1,08	8	12	...	...	...	...	...	...	...	...	...	8	12	...	...	...	1,20
1,15	9	11	...	...	...	...	...	...	...	...	...	9	11	...	...	...	1,26
1,27	11	13	...	...	...	...	...	...	...	...	...	11	13	...	...	1	1,41
34	3	4	...	...	...	...	...	...	...	...	...	3	4	...	...	...	38
1,42	12	15	...	...	...	...	...	...	...	...	...	12	15	...	...	1	1,58
1,39	12	16	...	...	...	...	...	...	...	...	...	12	16	...	...	1	1,56
6	3	2	...	...	...	...	...	...	...	...	...	3	2	...	...	...	8
12	16	13	...	...	...	...	...	...	...	...	...	16	13	...	...	...	25
5	3	2	...	...	...	...	...	...	...	...	...	3	2	...	...	...	7
15	9	9	...	...	...	...	...	...	...	...	...	9	9	...	...	1	25
14	11	8	...	...	...	...	...	...	...	...	...	11	8	...	...	...	22
32	19	61	...	...	...	...	...	...	...	...	...	19	61	1	...	2	96
36	21	71	...	...	...	...	...	...	...	...	...	21	71	1	...	1	1,09
36	24	83	...	...	...	...	...	...	...	...	...	24	83	1	...	2	1,22
10	5	20	...	...	...	...	...	...	...	...	...	5	20	...	...	1	31
36	25	91	...	...	...	...	...	...	...	...	...	25	91	1	...	2	1,30
37	22	81	...	...	...	...	...	...	...	...	...	22	81	1	...	2	1,21
1	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	2
12	3	4	...	...	...	...	...	...	...	...	...	3	4	...	...	...	16
17	3	5	...	...	...	1	...	...	...	...	...	3	6	...	...	...	23
4	1	2	...	...	...	...	...	...	...	...	...	1	2	...	...	...	6
19	3	7	...	...	...	...	...	...	...	...	...	3	7	...	...	...	26
19	3	6	...	...	...	...	...	...	...	...	...	3	6	...	...	...	25
...	...	...	...	...	...	Information not available			...	...	...	...	...	...	...	...	...
19,17,42	36,207	24,49,72	112	6,24	13,911	3,34,63	15,184	1,72,90	189	26,81	9,20	65,603	30,48,17	8,05	29,32	1,16,26	51,14,22
20,84,05	39,557	26,28,17	155	16,96	14,515	4,12,75	16,812	1,91,61	224	32,67	10,17	71,263	32,96,22	9,01	31,73	1,09,77	55,27,78
21,90,39	44,349	30,36,32	166	12,79	16,546	4,85,00	17,183	1,98,41	226	31,92	37,49	78,475	37,91,84	9,42	32,71	1,24,71	61,65,07
5,82,43	12,109	7,86,75	42	3,47	4,986	1,29,55	4,863	59,31	63	9,42	8,79	21,463	9,94,61	2,49	8,81	35,28	16,23,52
23,73,69	45,128	29,92,10	166	12,82	17,295	4,96,25	19,744	2,12,46	280	40,17	30,94	83,618	37,77,49	9,55	35,68	1,61,63	63,58,56
33,44,26	41,410	26,38,63	232	25,12	18,474	5,62,75	20,641	2,28,31	215	36,86	25,93	80,972	35,09,18	9,06	34,35	1,45,16	60,42,01

* Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

† Includes figures for Jessore-Jheunidah railway for which detailed information is not available.

APPEN

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" Gauge.									
			1910	32,94	10·68	50,54	16·38	14,29	4·63	28,89	9·36
			1911	34,88	10·27	54,66	16·09	18,03	5·31	30,26	8·91
			1912	35,91	8·92	56,18	13·95	25,24	6·27	32,15	7·98
1	(*a*) to (*c*), (*e*), (*g*) and (*k*).	Bengal-Nagpur ...	1st qr. of 1913	12,64	10·97	16,30	14·14	9,08	7·88	8,18	7·10
			1913-14	46,14	10·97	65,55	15·59	22,35	5·32	33,87	8·05
			1914-15	38,71	9·44	68,93	16·81	20,93	5·11	35,77	8·72
			1910	29,29	10·37	56,37	19·95	13,85	4·90	21,40	7·58
			1911	35,82	11·68	58,13	18·95	12,28	4·00	22,35	7·28
			1912	38,05	10·69	73,62	20·68	15,79	4·43	27,71	7·78
2	(*a*) to (*c*), and (*m*) to (*r*).	Bombay, Baroda and Central India.	1st qr. of 1913	9,05	9·43	19,00	19·79	3,81	2·97	7,38	7·69
			1913-14	44,62	1 ·41	76,57	19·58	15,82	4·05	28,05	7·17
			1914-15	38,94	10·53	76,42	20·67	17,54	4·74	28,36	7·67
			1910	26,57	16·07	23,39	14·15	7,80	4·72	25,46	15·40
			1911	35,26	19·45	26,37	14·55	9,10	5·02	27,45	15·15
			1912	29,49	14·81	27,62	13·86	10,37	5·20	26,73	13·42
3	(*a*)	Eastern Bengal ...	1st qr. of 1913	5,65	11·36	7,71	15·50	2,06	4·13	7,14	14·35
			1913-14	25,83	12·42	30,23	14·54	9,92	4·77	29,32	14·10
			1914-15	25,22	13·67	33,52	18·16	6,74	3·65	32,46	17·59
			1910	74,74	8·39	1,02,19	11·48	42,76	4·80	76,03	8·54
			1911	78,13	8·16	1,14,71	11·98	42,26	4·41	86,43	9·03
			1912	88,99	8·46	1,15,89	11·02	39,62	3·77	89,10	8·47
4	(*a*) to (*c*)	East Indian	1st qr. of 1913	24,46	9·14	32,66	12·20	13,82	5·17	22,60	8·44
			1913-14	84,97	8·00	1,26,15	11·88	39,19	3·69	90,82	8·55
			1914-15	86,07	8·04	1,29,34	12·08	36,83	3·44	97,30	9·09
			1910	79,96	10·87	1,76,22	23·98	28,72	3·93	66,94	9·12
			1911	95,68	12·35	1,79,20	23·14	33,15	4·28	67,63	8·73
			1912	1,02,05	11·79	1,98,91	22·97	33,02	3·81	70,82	8·18
5	(*a*) to (*i*)	Great Indian Peninsula ...	1st qr. of 1913	25,83	10·21	57,70	22·81	19,59	7·74	19,69	7·78
			1913-14	1,36,54	14·88	2,19,60	23·94	42,72	4·66	78,88	8·60
			1914-15	1,05,00	26·62	2,22,19	26·70	44,89	5·39	82,00	9·85
			1910	21,82	11·50	44,82	23·63	12,97	6·84	13,56	7·15
			1911	22,61	11·41	42,78	21·60	13,67	6·90	13,62	6·88
			1912	24,74	11·33	46,92	21·48	12,14	5·56	14,57	6·67
6	(*a*) and (*b*)	Madras and Southern Mahratta.	1st qr. of 1913	5,61	9·41	11,02	18·49	2,01	3·37	3,74	6·28
			1913-14	26,39	11·55	51,34	22·47	12,60	5·52	15,53	6·80
			1914-15	26,86	11·40	49,92	21·20	12,37	5·26	16,25	6·90
			1910	8,85	15·64	7,34	12·97	1,83	3·23	3,76	6·65
			1911	13,26	21·87	8,43	13·91	2,07	3·42	3,71	6·12
			1912	8,06	13·08	9,06	14·70	2,17	3·52	3,93	6·38
7	(*a*) and (*b*)	Nizam's Guaranteed State	1st qr. of 1913	4,91	27·63	1,96	11·12	54	3·06	1,06	6·04
			1913-14	14,94	21·08	9,45	13·33	2,93	4·13	4,16	5·87
			1914-15	9,45	14·95	9,92	15·69	1,86	2·94	4,20	6·65

DIX 6.

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix I).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									5′ 6″ Gauge.		
17,78	5·76	4,07	1·32	9,70	3·15	1,58,21	51·28	1910			
18,28	5·38	3,91	1·15	11,46	3·37	1,71,48	50·48	1911			
19,18	4·77	4,10	1·02	11,38	2·83	1,84,14	45·74	1912	Bengal-Nagpur ...	(*a*) to (*c*), (*e*), (*g*) and (*h*).	1
4,50	3·90	1,18	1·02	3,91	3·39	55,79	48·40	1st qr. of 1913			
20,36	4·84	4,43	1·05	12,83	3·05	2,05,53	48·87	1913-14			
21,72	5·30	4,63	1·13	16,08	3·92	2,06,77	50·43	1914-15			
11,51	4·08	...	...	6,08	2·15	1,38,50	49·03	1910			
11,48	3·74	...	...	9,55	3·11	1,49,61	48·76	1911			
13,27	3·73	...	...	10,73	3·01	1,79,17	50·32	1912	Bombay, Baroda and Central India.	(*a*) to (*e*), and (*m*) to (*r*)	2
3,46	3·60	...	...	2,44	2·55	45,14	47·03	1st qr. of 1913			
14,06	3·60	...	...	12,32	3·15	1,91,44	48·96	1913-14			
14,37	4·02	...	...	14,60	3·95	1,90,73	51·58	1914-15			
8,24	4·99	...	...	4,01	2·43	95,47	57·76	1910			
9,05	4·99	...	...	5,96	3·29	1,13,19	62·45	1911			
8,44	4·24	...	...	16,81	3·44	1,19,46	59·97	1912	Eastern Bengal ...	(*a*)	3
2,49	5·01	...	...	1,56	3·12	26,61	53·47	1st qr. of 1913			
9,27	4·46	...	...	13,22	6·36	1,17,79	56·65	1913-14			
12,36	6·70	...	...	11,65	6·31	1,21,95	66·08	1914-15			
32,56	3·66	1,63	0·18	19,93	2·24	3,49,84	39·29	1910			
32,56	3·40	1,83	0·19	19,35	2·02	3,75,27	39·19	1911			
33,49	3·18	1,87	0·18	26,71	2·54	3,95,67	37·62	1912	East Indian	(*a*) to (*c*)	4
8,57	3·20	59	0·22	9,65	3·61	1,12,35	41·98	1st qr. of 1913			
34,97	3·29	2,16	0·20	47,32	4·46	4,25,58	40·07	1913-14			
35,61	3·32	2,06	0·19	34,89	3·26	4,22,10	39·42	1914-15			
28,87	3·92	...	...	31,99	4·38	4,12,70	56·20	1910			
29,29	3·78	...	...	23,38	3·02	4,28,33	55·30	1911			
30,62	3·54	...	...	31,79	3·67	4,67,21	53·96	1912	Great Indian Peninsula ...	(*a*) to (*i*)	5
7,84	3·10	...	...	6,67	2·64	1,37,32	54·28	1st qr of 1913			
32,58	3·55	...	...	41,29	4·50	5,51,61	60·13	1913-14			
33,44	4·02	...	...	34,60	3·16	*5,23,64	*62·67	1914-15			
9,93	5·23	...	...	5,11	2·69	1,08,20	57·04	1910			
9,77	4·93	...	...	5,87	2·96	1,06,32	54·68	1911			
9,92	4·54	...	...	5,59	2·56	1,13,88	52·14	1912	Madras and Southern Mahratta.	(*a*) and (*b*)	6
2,58	4·33	...	...	1,75	2·94	26,71	44·82	1st qr. of 1913			
10,37	4·54	...	...	7,24	3·17	1,23,47	54·05	1913-14			
10,72	4·55	...	...	8,72	3·70	1,24,84	53·01	1914-15			
2,89	5·11	...	...	1,86	3·29	26,53	46·89	1910			
2,91	4·80	...	...	1,70	2·80	32,08	52·92	1911			
3,03	4·92	...	...	1,55	2·52	27,80	45·12	1912	Nizam's Guaranteed State	(*a*) and (*b*)	7
77	4·34	...	...	58	3·28	9,62	35·67	1st qr. of 1913			
3,26	4·60	...	...	1,37	1·93	36,11	50·94	1913-14			
3,31	5·24	...	...	2,29	3·62	31,08	49·09	1914-15			

* Includes figures for the Central Provinces and Dhond-Baramati railways for which detailed figures are not available.

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" Gauge—*concld.*									
8	(*a*) to (*g*)	North Western—									
		Commercial section ...	1910	1,34,14	17·41	1,64,56	21·36	47,32	6·14	78,19	10·15
			1911	1,19,87	14·39	1,72,44	20·70	55,27	6·64	77,04	9·25
			1912	1,03,28	10·79	1,76,60	18·45	52,86	5·52	85,59	8·94
			1st qr. of 1913	51,16	24·34	47,57	22·63	11,15	5·30	22,68	10·79
			1913-14	1,03,35	11·21	1,91,42	20·77	49,43	5·37	91,52	9·93
			1914-15	1,12,82	13·28	2,00,19	23·56	40,69	4·79	87,42	10·29
		Military section ...	1910	19,32	36·09	26,03	48·64	4,93	9·21	9,49	17·73
			1911	18,46	32·71	27,05	47·91	5,36	9·48	9,56	16·95
			1912	17,86	30·50	19,80	33·81	4,75	8·11	9,89	16·89
			1st qr. of 1913	5,03	36·96	7,42	54·54	1,03	7·62	2,58	18·94
			1913-14	16,08	25·12	26,07	40·72	4,59	7·17	9,86	15·40
			1914-15	18,22	25·11	29,55	40·73	4,61	6·35	9,86	13·59
		Total Commercial and Military sections (North Western).	1910	1,53,46	18·63	1,90,59	23·13	52,25	6·34	87,68	10·64
			1911	1,38,33	15·55	1,99,49	22·43	60,63	6·82	86,60	9·73
			1912	1,21,14	11·92	1,96,40	19·33	57,61	5·67	95,48	9·40
			1st qr. of 1913	56,19	25·10	54,99	24·57	12,18	5·44	25,26	11·29
			1913-14	1,19,43	12·12	2,17,49	22·06	54,02	5·48	1,01,38	10·29
			1914-15	1,31,04	14·21	2,29,74	24·91	45,30	4·91	97,28	10·55
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	1910	26,97	14·42	28,99	15·50	8,84	4·72	19,70	10·53
			1911	24,41	11·72	29,72	14·27	12,32	5·92	20,81	10·00
			1912	25,12	10·07	33,70	13·50	10,42	4·17	23,04	9·23
			1st qr. of 1913	8,24	13·24	9,44	15·16	5,63	9·04	5,69	9·12
			1913-14	29,97	12·18	36,94	15·01	13,26	5·39	24,20	9·83
			1914-15	28,70	13·48	36,34	17·07	12,24	5·75	23,44	11·01
10	(*a*)	South Indian ...	1910	5,38	8·48	17,81	28·09	3,39	5·35	5,26	8·30
			911	6,21	8·91	14,07	20·20	2,52	3·62	4,74	6·80
			1912	6,55	8·83	17,18	23·17	5,65	7·62	4,97	6·70
			1st qr. of 1913	3,80	20·16	5,29	28·06	1,99	10·56	1,28	6·79
			1913-14	7,70	9·68	22,52	28·31	8,95	11·25	5,37	6·75
			1914-15	8,80	11·26	20,20	25·84	5,73	7·33	5,18	6·62
		3' 3½" Gauge.									
11	(*a*)	Assam-Bengal ...	1910	13,47	26·05	10,15	19·63	2,91	5·63	9,65	18·67
			1911	14,04	25·18	11,29	20·25	2,96	5·31	8,62	15·46
			1912	15,05	23·33	11,40	17·68	3,06	4·74	9,83	15·24
			1st qr. of 1913	3,88	21·44	3,05	16·88	91	5·04	2,43	13·41
			1913-14	13,85	19·67	12,27	17·43	3,31	4·70	10,79	15·33
			1914-15	14,12	20·51	13,15	19·10	5,09	7·39	10,23	14·86
12	(*a*) & (*b*)	Bengal and North-Western.	1910	17,66	10·53	20,46	12·20	5,15	3·07	12,30	7·34
			1911	23,20	12·31	19,76	10·49	6,22	3·30	13,05	6·92
			1912	17,91	8·50	21,31	10·11	6,19	2·94	12,75	6·05
			1st qr. of 1913	5,46	9·96	5,92	10·73	1,68	3·04	3,37	6·11
			1913-14	20,46	9·26	23,66	10·70	6,61	2·99	13,25	6·00
			1914-15	20,24	9·93	23,39	11·48	6,28	3·08	13,44	6·60

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									5' 6" GAUGE—*contd.*		
									North Western—	(*a*) to (*q*)	8
22,44	2·91	7	0·01	19,84	2·58	4,66,56	60·56	1910			
23,99	2·88	5	0·01	15,84	1·90	4,64,50	55·77	1911			
27,74	2·90	8	0·01	21,22	2·21	4,67,37	48·82	1912			
7,49	3·56	...	...	4,67	2·22	1,44,72	68·84	1st qr. of 1913	Commercial section		
36,38	3·95	39	0·04	24,73	2·68	4,97,22	53·95	1913-14			
35,64	4·19	65	0·08	18,86	2·22	4,96,27	58·41	1914-15			
4,48	8·28	...	...	1,37	2·56	65,57	122·51	1910			
4,46	7·90	...	...	1,38	2·44	66,27	117·39	1911			
4,68	7·99	...	...	1,67	2·85	58,65	100·15	1912			
1,21	8·89	...	...	42	3·08	17,69	130·03	1st qr. of 1913	Military section		
5,50	8·59	...	...	1,47	2·30	63,57	99·30	1913-14			
5,71	7·87	...	...	1,91	2·63	69,86	96·28	1914-15			
26,87	3·26	7	0·01	21,21	2·57	5,32,13	64·58	1910			
28,45	3·20	5	0·01	17,22	1·93	5,30,77	59·67	1911			
32,42	3·19	8	0·01	22,89	2·25	5,26,02	51·77	1912			
8,70	3·89	...	...	5,09	2·27	1,62,41	72·56	1st qr. of 1913	Total Commercial and Military sections (North Western).		
41,88	4·25	39	0·04	26,20	2·66	5,60,79	56·90	1913-14			
41,35	4·48	65	0·07	20,77	2·25	5,66,13	61·38	1914-15			
8,71	4·65	...	...	3,05	1·63	96,26	51·45	1910			
9,09	4·37	...	...	4,81	2·31	1,01,16	48·59	1911			
9,74	3·90	...	...	5,61	2·25	1,07,63	43·12	1912			
2,73	4·39	...	...	1,33	2·14	33,06	53·09	1st qr. of 1913	Oudh and Rohilkhand ...	(*a*) to (*d*)	9
10,21	4·15	...	...	5,87	2·38	1,20,45	48·94	1913-14			
11,59	5·44	...	...	7,03	3·30	1,19,34	56·05	1914-15			
3,13	4·94	...	...	3,47	5·47	38,44	60·63	1910			
3,41	4·90	...	...	58	0·83	31,53	45·26	1911			
3,29	4·44	...	...	1,30	1·75	38,94	52·51	1912			
86	4·56	...	...	30	1·59	13,52	71·72	1st qr. of 1913	South Indian ...	(*a*)	10
3,57	4·49	...	...	1,52	1·91	49,63	62·39	1913-14			
3,55	4·54	...	...	2,65	3·39	46,11	58·98	1914-15			
									3' 3½" GAUGE.		
5,90	11·41	10	0·19	1,68	3·25	43,86	84·83	1910			
5,94	10·65	12	0·21	1,41	2·53	44,38	79·59	1911			
5,90	9·15	...	...	1,96	3·04	47,20	73·18	1912			
1,49	8·25	...	...	36	1·97	12,12	66·99	1st qr. of 1913	Assam-Bengal ...	(*a*)	11
5,96	8·46	...	...	1,54	2·19	47,72	67·78	1913-14			
6,35	9·22	46	0·67	2,14	3·10	51,54	74·85	1914-15			
7,90	4·71	4,83	2·88	2,54	1·52	70,84	42·25	1910			
7,94	4·21	4,61	2·45	3,39	1·79	78,17	41·47	1911			
7,89	3·74	4,90	2·32	1,05	0·50	72,00	34·16	1912			
2,06	3·74	1,49	2·70	—66	—1·19	19,32	35·03	1st qr. of 1913	Bengal and North-Western.	(*a*) & (*b*)	12
8,56	3·87	5,29	2·39	2,81	1·27	80,64	36·48	1913-14			
8,46	4·15	5,32	2·61	2,54	1·25	79,67	39·10	1914-15			

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3⅜″ Gauge—*contd.*									
13	(*a*) & (*b*)	Bengal Dooars ...	1910	1,24	10·74	86	7·60	18	1·66	73	6·29
			1911	1,43	11·90	85	7·07	22	1·83	67	5·58
			1912	1,53	10·67	1,17	8·16	33	2·30	74	5·16
			1st qr. of 1913	41	12·82	33	10·04	7	2·23	21	6·43
			1913-14	2,09	12·74	1,52	9·30	33	1·99	86	5·26
			1914-15	2,04	12·76	1,48	9·26	52	3·25	90	5·63
...	...	Bhavnagar-Gondal-Junagad-Porbandar.	1910	4,73	14·74	3,84	11·97	96	2·99	2,52	7·86
14	(*a*) & (*b*)	Bhavnagar State ...	1911	1,49	9·60	1,73	11·15	31	1·99	1,27	8·18
			1912	1,73	11·23	2,45	15·91	46	2·99	1,37	8·89
			1st qr. of 1913	51	13·17	59	15·35	8	2·06	36	9·21
			1913-14	1,32	8·63	2,62	17·12	43	2·81	1,49	9·74
			1914-15	1,19	7·16	2,69	16·17	42	2·53	1,67	10·04
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	1910	30,02	10·01	56,01	18·67	14,51	4·84	27,14	9·05
			1911	35,09	10·83	62,59	19·31	15,99	4·93	28,44	8·77
			1912	28,85	5·68	71,33	21·46	15,54	4·68	27,50	8·27
			1st qr. of 1913	3,71	4·33	17,41	20·32	4,12	4·81	6,57	7·67
			1913-14	28,91	9·16	63,75	20·20	17,17	5·44	27,68	8·84
			1914-15	34,01	11·18	63,35	20·83	16,03	5·27	27,16	8·93
15	(*a*) to (*c*)	Burma	1910	33,18	16·74	39,59	19·97	11,00	5·55	18,66	9·42
			1911	41,66	20·16	40,52	19·60	14,34	6·94	18,67	9·03
			1912	37,35	17·05	39,18	17·89	14,06	6·42	19,45	8·88
			1st qr. of 1913	10,16	13·66	10,38	13·95	1,40	1·89	4,81	6·46
			1913-14	36,04	14·60	42,57	17·24	14,52	5·88	19,36	7·84
			1914-15	31,97	13·67	43,97	18·80	14,88	6·36	19,48	8·33
...	...	Deoghur	1910	*	*	*	*	*	*	*	*
			1911				Amalgamated		with the	East Indian	
17	(*a*) & (*b*)	Dibru-Sadiya ...	1910	1,93	16·08	2,41	20·09	93	7·75	91	7·58
			1911	2,89	22·73	2,23	17·45	95	7·51	99	7·72
			1912	2,40	17·09	2,34	16·67	1,15	8·19	99	7·05
			1st qr. of 1913	72	18·87	55	14·50	33	8·70	24	6·38
			1913-14	2,30	15·89	2,21	15·27	1,33	9·19	1,08	7·47
			1914-15	2,50	17·96	2,49	17·89	1,33	9·55	1,12	8·05
3	(*b*) to (*d*)	Eastern Bengal ...	1910	16,54	13·30	17,74	14·28	5,82	4·68	13,43	10·80
			1911	20,85	14·83	22,85	16·26	9,98	7·10	14,60	10·39
			1912	18,68	12·38	23,51	15·59	7,78	5·16	15,59	10·34
			1st qr. of 1913	9,20	22·15	6,64	16·00	2,09	5·03	4,39	10·58
			1913-14	21,65	12·33	24,07	13·71	7,01	3·99	19,02	10·83
			1914-15	21,03	13·50	25,69	16·49	7,60	4·88	20,23	12·99
18	(*a*) to (*c*)	Gondal-Porbandar State ...	1911	1,36	11·30	2,01	16·69	28	2·30	93	7·71
			1912	88	7·04	2,48	19·95	22	1·74	1,06	8·45
			1st qr. of 1913	20	4·88	81	19·58	8	1·98	29	6·84
			1913-14	1,05	7·37	2,69	18·90	41	2·90	1,14	8·03
			1914-15	1,20	8·46	2,93	20·59	47	3·32	1,37	9·61
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	1910	5,85	16·00	4,97	13·60	69	1·89	3,15	8·61
			1911	8,66	24·76	5,18	14·81	96	2·75	3,36	9·61
			1912	8,28	18·71	6,45	14·58	1,16	2·62	3,34	8·68
			1st qr. of 1913	3,21	24·58	2,41	18·46	25	1·91	98	7·51
			1913-14	6,47	14·54	6,64	14·92	1,32	2·96	4,00	8·99
			1914-15	7,12	16·82	7,36	17·38	1,26	2·98	3,96	9·35

* Information not furnished.

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3′ 3½″ Gauge—*contd.*		
1,07	9·34	*	...	18	1·57	4,26	37·20	1910			
1,07	8·89	7	0·61	24	2·00	4,55	37·88	1911			
1,08	7·53	7	0·49	25	1·74	5,17	36·05	1912	Bengal Dooars ...	(*a*) & (*b*)	13
27	8·41	1	0·43	9	2·70	1,39	43·06	1st qr. of 1913			
1,21	7·37	7	0·42	30	1·81	6,38	38·89	1913-14			
1,22	7·63	9	0·56	42	2·63	6,67	41·72	1914-15			
2,08	6·48	...	...	69	2·15	14,82	46·19	1910	Bhavnagar-Gondal-Junagad-Porbandar.	...	...
99	6·38	...	...	22	1·42	6,01	38·72	1911			
1,07	6·95	...	...	28	1·82	7,36	47·79	1912			
25	6·41	...	...	9	2·18	1,88	48·38	1st qr. of 1913	Bhavnagar State ...	(*a*) & (*b*)	14
1,05	6·85	...	...	58	3·79	7,49	46·95	1913-14			
1,18	6·79	...	...	65	3·91	7,75	46·60	1914-15			
14,94	4·98	...	...	4,76	1·58	1,47,38	49·13	1910			
15,45	4·77	...	...	7,55	2·33	1,65,11	50·94	1911			
14,32	4·31	...	...	5,19	1·56	1,62,73	48·96	1912			
3,51	4·09	...	...	2,69	3·14	38,01	44·36	1st qr. of 1913	Bombay, Baroda and Central India.	(*f*) to (*l*)	2
14,54	4·64	...	...	6,88	2·18	1,59,23	50·46	1913-14			
14,61	4·80	...	...	7,15	2·35	1,62,31	53·36	1914-15			
13,03	6·57	2,02	1·02	4,40	2·22	1,21,99	61·49	1910			
13,05	6·31	2,28	1·10	4,24	2·05	1,34,76	65·19	1911			
13,65	6·23	2,30	1·05	4,27	1·95	1,30,26	59·47	1912			
3,83	5·15	44	0·60	1,20	1·61	32,22	43·32	1st qr. of 1913	Burma	(*a*) to (*c*)	15
13,49	5·46	1,86	0·75	4,50	1·82	1,32,34	53·59	1913-14			
14,44	6·18	1,73	0·74	7,62	3·26	1,34,09	57·34	1914-15			
† railway	† system.	...	...	†	†	†	†	1910 1911	Deoghur	...	...
97	8·08	...	...	7	0·59	7,22	60·17	1910			
1,00	7·92	...	...	5	0·42	8,11	63·75	1911			
1,05	7·48	...	...	8	0·57	8,01	57·05	1912			
26	6·71	...	...	1	0·37	2,11	55·53	1st qr. of 1913	Dibru-Sadiya ...	(*a*) & (*b*)	17
1,03	7·12	...	...	8	0·55	8,03	55·49	1913-14			
1,10	7·90	...	...	7	0·50	8,61	61·85	1914-15			
6,18	4·97	11,96	9·63	2,28	1·83	73,95	59·49	1910			
6,50	4·62	10,32	7·34	2,57	1·83	87,67	62·37	1911			
6,51	4·31	11,07	7·34	4,36	2·89	87,50	58·01	1912			
2,02	4·83	3,39	8·16	1,19	2·84	28,92	69·64	1st qr. of 1913	Eastern Bengal ...	(*b*) to (*d*)	3
7,50	4·27	11,18	6·37	4,59	2·61	95,02	54·11	1913-14			
9,79	6·28	9,26	5·94	5,31	3·41	98,91	63·49	1914-15			
1,08	8·91	...	...	26	2·17	5,92	49·08	1911			
88	7·08	...	...	65	5·28	6,17	49·54	1912			
15	3·66	...	...	14	3·33	1,67	40·27	1st qr. of 1913	Gondal-Porbandar State ...	(*a*) to (*c*)	18
94	6·60	...	...	49	3·48	6,72	47·28	1913-14			
90	6·29	...	...	61	4·31	7,48	52·58	1914-15			
3,07	8·41	...	...	77	2·11	18,50	50·62	1910			
3,11	8·19	...	...	58	1·66	21,85	62·48	1911			
3,41	7·71	...	...	59	1·33	23,73	53·63	1912	Hingoli Branch and Hyderabad-Godavari Valley.	(*c*) & (*d*)	7
91	6·95	...	...	33	2·51	8,09	61·92	1st qr. of 1913			
3,95	8·87	...	...	60	1·35	22,98	51·63	1913-14			
3,96	9·35	...	...	81	1·91	24,47	57·79	1914-15			

* Steam-boat expenses were shown with traffic expenses.
† Information not furnished.

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3½" Gauge—*contd.*									
			1911	31	12·50	40	16·36	8	3·36	20	7·98
			1912	32	13·32	48	19·98	5	2·01	23	9·58
19	(a)	Jamnagar ...	1st qr. of 1913	11	14·25	14	17·86	2	1·76	4	5·52
			1913-14	28	9·73	47	15·95	7	2·50	23	7·90
			1914-15	72	23·90	47	15·75	7	2·27	25	8·13
			1910	4,95	10·42	8,28	17·43	1,50	3·16	3,25	6·84
			1911	5,28	8·49	10,29	16·56	1,98	3·19	3,59	5·78
			1912	7,77	11·04	12,03	17·08	2,09	2·97	4,31	6·12
20	(a) to (e)	Jodhpur-Bikaner ...	1st qr. of 1913	1,37	7·67	2,85	15·96	30	1·68	1,18	6·61
			1913-14	2,36	13·40	12,26	17·56	1,82	2·60	4,97	7·12
			1914-15	6,94	11·53	12,17	20·21	2,43	4·04	4,73	7·85
			1911	52	11·66	67	15·02	8	1·79	37	8·30
			1912	67	12·57	85	15·95	14	2·63	47	8·82
21	(a)	Junagad State ...	1st qr. of 1913	17	10·74	32	19·85	2	1·20	13	7·77
			1913-14	75	12·14	1,08	17·48	22	3·47	53	8·59
			1914-15	85	13·68	1,11	17·79	13	2·18	56	9·02
			1910	22,07	12·92	39,50	23·12	9,85	5·76	13,34	7·81
			1911	24,56	13·65	40,83	22·69	10,28	5·71	13,55	7·53
			1912	23,85	12·69	42,11	22·41	10,69	5·69	14,39	7·65
6	(c) to (l)	Madras and Southern Mahratta.	1st qr. of 1913	7,05	13·48	10,48	20·03	2,36	4·50	3,68	7·03
			1913-14	26,09	12·85	46,67	22·99	11,43	5·63	16,23	7·99
			1914-15	24,81	12·94	45,82	23·89	11,41	5·95	15,95	8·32
			1910	47	8·92	92	17·34	13	2·42	37	7·03
			1911	38	6·07	77	12·14	18	2·89	39	6·09
			1912	35	4·89	1,22	16·89	27	3·66	41	5·67
22	(a)	Morvi	1st qr. of 1913	8	4·29	23	12·25	5	2·36	8	4·26
			1913-14	37	4·71	98	12·63	17	2·17	48	6·15
			1914-15	35	4·65	1,04	13·60	33	4·22	42	5·59
			1910	63	13·78	2,30	50·32	19	4·16	39	8·45
			1911	67	13·53	2,12	42·83	18	3·64	41	8·28
			1912	64	12·26	2,47	47·32	16	3·07	44	8·43
10	(e)	Nilgiri	1st qr. of 1913	14	11·20	61	48·80	6	4·80	11	8·80
			1913-14	...	...	...	...	Included with the South Indian			
			1914-15								
			1910	3,42	15·75	4,11	18·93	1,18	5·44	2,80	12·90
			1911	4,14	12·12	4,38	12·83	1,53	4·48	2,95	8·64
			1912	4,04	9·69	4,86	11·66	1,58	3·79	3,04	7·29
25	(a) & (b)	Rohilkund and Kumaon	1st qr. of 1913	1,20	10·40	1,27	10·96	44	3·85	83	7·19
			1913-14	5 03	12·16	5,25	12·70	1,58	3·82	3,31	8·00
			1914-15	5,46	15·60	5,02	14·35	1,59	4·54	3,37	9·63
			1910	60	10·66	1,16	20·61	24	4·27	50	8·90
			1911	74	12·33	1,19	19·71	23	3·80	47	7·81
			1912	81	12·86	1,22	19·37	27	4·29	47	7·46
10	(f)	Shoranur-Cochin ...	1st qr. of 1913	13	8·38	33	20·44	7	4·29	13	7·97
			1913-14	...	...	...	...	...	Included with the south		
			1914-15								

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix I).	
Rs.	Proportion per cent to gross earning	Rs	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3' 3½" Gauge—*contd.*		
23	9·39	...	...	7	2·71	1,29	52·30	1911			
26	11·00	...	...	6	2·75	1,40	58·64	1912			
6	7·59	...	...	1	0·72	38	47·70	1st qr. of 1913	Jamnagar ...	(*a*)	19
24	8·02	...	...	7	2·52	1,36	46·62	1913-14			
25	8·13	...	...	16	5·44	1,92	63·62	1914-15			
1,96	4·12	...	...	1,60	3·37	21,54	45·24	1910			
2,16	3·47	...	...	2,75	4·42	26,05	41·91	1911			
2,48	3·52	...	...	3,93	5·58	32,61	46·31	1912			
66	3·69	...	...	79	4·42	7,15	40·03	1st qr. of 1913	Jodhpur-Bikaner ...	(*a*) to (*e*)	20
2,69	3·85	...	...	3,88	5·56	34,98	50·09	1913-14			
2,84	4·72	...	...	2,73	4·58	31,84	52·88	1914-15			
49	10·99	...	...	26	5·83	2,39	53·59	1911			
48	9·00	...	...	7	1·31	2,68	50·28	1912			
11	6·83	...	...	3	1·60	78	48·02	1st qr. of 1913	Junagad State ...	(*a*)	21
51	8·31	...	...	12	1·94	3,21	51·93	1913 14			
52	8·30	...	...	12	1·96	3,29	52·93	1914-15			
10,75	6·29	2,26	1·32	3,11	1·82	1,00,88	59·04	1910			
11,19	6·22	2,04	1·13	18	2·32	1,06,61	59·25	1911			
10,85	5·77	2,09	1·11	3,72	1·98	1,07,70	57·30	1912			
2,74	5·25	64	1·22	99	1·89	27,94	53·40	1st qr. of 1913	Madras and Southern Mahratta.	(*c*) to (*l*)	6
11,59	5·71	2,10	1·06	3,56	1·75	1,17,67	57·98	1913-14			
11,45	5·97	2·07	1·08	4,25	2·21	1,15,76	60·36	1914-15			
29	5·51	...	...	15	2·78	2,33	44·00	1910			
31	4·92	...	...	10	1·46	2,18	32·57	1911			
37	5·17	...	...	8	1·04	2,70	37·32	1912			
6	3·28	...	...	1	0·13	51	26·57	1st qr. of 1913	Morvi	(*d*)	22
29	3·74	...	...	45	5·85	2,74	35·25	1913-14			
37	4·82	...	...	29	3·71	2,80	36·59	1914-15			
24	5·25	...	...	10	2·19	3,85	84·15	1910			
24	4·85	...	...	8	1·62	3,70	74·75	1911			
24	4·60	...	...	10	1·91	4,05	77·59	1912			
6	4·80	...	...	1	0·80	99	79·20	1st qr. of 1913	Nilgiri	(*c*)	10
railway (3' 3½" gauge)								1913-14 1914-15			
2,03	9·35	...	...	39	1·80	13,93	64·17	1910			
2,29	6·71	...	...	40	1·17	15,69	45·95	1911			
2,38	5·71	...	...	58	1·39	16,48	39·53	1912			
60	5·21	...	...	15	1·31	4,49	38·92	1st qr. of 1913	Rohilkund and Kumaon ...	(*a*) & (*b*)	25
2,50	6·05	...	...	64	1·55	18,31	44·28	1913-14			
2,63	7·52	...	...	73	2·09	18,80	53·73	1914-15			
33	5·79	...	...	23	4·09	3,06	54·32	1910			
33	5·52	...	...	15	2·58	3,11	51·75	1911			
33	5·25	...	...	20	3·18	3,30	52·41	1912			
9	5·53	...	...	5	2·91	80	42·52	1st qr. of 1913	Shoranur-Cochin ...	(*f*)	10
Indian railway (3' 3½" gauge)								913-14 914-15			

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3½" Gauge—*concld.*									
10	(*b*), (*d*), (*e*), and (*g*) to (*i*)	South Indian ...	1910	14,44	8·42	34,11	19·90	8,83	5·15	15,35	8·96
			1911	20,19	10·52	36,09	18·81	11,12	5·80	15,26	7·95
			1912	23,62	11·27	37,56	17·92	10,55	5·03	15,85	7·56
			1st qr. of 1913	7,64	14·39	9,87	18·59	3,22	6·07	4,32	8·14
			1913-14	30,88	13·60	45,42	20·01	14,72	6·49	17,04	7·51
			1914-15	22,62	10·31	48,88	22·28	11,53	5·25	18,21	8·30
26	(*a*)	Udaipur-Chitorgarh ...	1910	33	13·19	36	14·30	9	3·73	20	8·08
			1911	38	13·40	37	12·89	9	3·39	22	7·67
			1912	40	13·18	50	16·48	11	3·52	22	7·34
			1st qr. of 1913	11	11·82	13	13·87	2	2·62	6	6·53
			1913-14	44	13·71	50	15·77	11	3·47	26	8·23
			1914-15	46	17·41	49	18·55	15	5·65	26	9·72
		2' 6" Gauge.									
29	(*a*)	Arrah-Sasaram Light ...	1911	23	17·36	20	15·13	2	1·99	23	16·96
			1912	28	16·18	26	14·80	4	2·52	32	18·39
			1st qr. of 1913	6	13·44	7	15·69	2	3·37	8	17·38
			1913-14	30	15·64	29	15·14	7	3·50	32	16·18
			1914-15	23	10·74	34	15·97	6	2·56	37	17·47
30	(*a*)	Bangalore-Chik Ballapur Light.	1914-15	Information not available		...		...		...	
32	(*a*)	Barasat-Basirhat Light ...	1910	50	21·27	46	19·55	10	4·40	40	16·85
			1911	51	18·26	44	15·62	7	2·62	48	17·27
			1912	41	12·13	50	14·78	8	2·41	57	16·94
			1st qr. of 1913	18	19·09	13	14·88	3	2·79	14	15·57
			1913-14	40	12·13	58	17·51	13	4·10	59	17·94
			1914-15	59	16·82	54	15·53	15	4·17	64	18·38
33	(*a*)	Barsi Light	1910	43	6·16	1,08	14·81	22	3·15	47	6·76
			1911	37	4·97	1,18	15·83	19	2·49	58	7·85
			1912	71	6·90	1,69	16·42	27	2·64	70	6·74
			1st qr. of 1913	20	6·38	41	13·30	8	2·54	23	7·42
			1913-14	73	5·55	1,63	12·40	25	1·92	79	5·99
			1914-15	71	6·39	1,62	14·56	27	2·39	86	7·73
34	(*a*)	Bengal Provincial ...	1910	15	11·95	21	16·60	7	5·71	22	18·12
			1911	16	12·41	21	17·06	8	6·25	23	18·18
			1912	16	11·82	20	15·53	6	4·64	23	17·50
			1st qr. of 1913	3	9·98	7	20·82	2	5·43	6	17·80
			1913-14	15	11·27	22	16·66	8	6·05	23	17·12
			1914-15	17	11·61	26	18·41	7	5·03	25	17·47
35	(*a*)	Bukhtiarpur-Bihar Light	1910	12	9·82	20	15·82	4	3·13	24	19·26
			1911	11	8·07	21	15·57	3	2·06	35	18·96
			1912	14	5·79	34	13·78	7	2·79	35	13·80
			1st qr. of 1913	3	8·61	12	34·12	1	2·98	8	23·17
			1913-14	23	14·78	33	20·80	5	3·03	33	20·80
			1914-15	17	10·06	30	18·12	7	3·93	36	21·46
38	(*a*)	Champaner-Shivrajpur Light.	1911	14	21·81	14	21·85	3	4·53	9	13·55
			1912	13	15·07	20	22·46	2	1·94	10	11·67
			1st qr. of 1913	4	11·38	5	15·56	1	1·65	2	7·76
			1913-14	14	16·72	19	21·84	4	4·47	12	13·31
			1914-15	15	23·13	20	32·11	4	6·05	11	17·58
39	(*a*)	Cutch State	1910	1	12·73	12	12·78	4	4·43	7	7·75
			1911	14	13·79	15	15·06	4	3·68	7	7·27
			1912	15	14·90	17	16·32	3	3·27	7	7·55
			1st qr. of 1913	3	14·34	3	1 577	1	4·11	2	7·95
			1913-14	28	28·91	12	11·86	5	5·20	7	7·47
			1914-15	13	13·28	17	17·41	6	6·08	8	8·02

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3' 3½" Gauge—*concld.*		
10,41	6·07	...	...	5,85	3·12	88,49	51·62	1910	South Indian ...	(*b*), (*d*), (*e*) and (*g*) to (*i*)	10
10,79	5·62	...	...	6,00	3·13	99,45	51·83	1911			
11,35	5·41	...	...	7,07	3·37	1,06,00	50·56	1912			
3,05	5·74	...	...	1,60	3·01	29,70	55·94	1st qr. of 1913			
12,12	5·34	43	0·19	8,28	3·65	1,28,89	56·79	1913-14			
12,63	5·76	3,66	1·67	9,16	4·17	1,23,69	57 74	1914-15			
15	5·80	...	...	5	1·95	1,18	47·05	1910	Udaipur-Chitorgarh ...	(*a*)	26
16	5·66	...	...	9	3·06	1,31	46·07	1911			
16	5·22	...	...	9	2·81	1,48	48·50	1912			
4	4 49	...	...	1	1·15	37	40·48	1st qr. of 1913			
17	5·17	...	...	6	1·83	1,54	48·18	1913-14			
17	6·27	...	...	5	2·04	1,58	59·64	1914-15			
									2' 6" Gauge.		
20	14·73	...	...	1	0·62	89	66·79	1911	Arrah-Sasaram Light ...	(*a*)	29
22	12·88	...	...	1	0·77	1,13	65·54	1912			
5	12·03	...	...	1	1·98	29	63·94	1st qr. of 1913			
23	11·62	...	...	2	1·20	1,23	63·37	1913-14			
23	10·74	...	...	2	1·02	1,25	58·50	1914-15			
Information not available				...		...	...	1914-15	Bangalore-Chik Ballapur Light.	(*a*)	30
14	5·93	...	...	2	0·89	1,62	68·89	1910	Baraset-Basirhat Light ...	(*a*)	32
14	5·08	...	...	2	0·82	1,66	59·67	1911			
16	4·72	...	...	4	1·01	1,76	51·99	1912			
4	4·43	...	...	1	0·81	53	58·17	1st qr. of 1913			
17	5·34	...	...	5	1·40	1,92	58·42	1913-14			
19	5·56	...	...	4	1 25	2,15	61·71	1914-15			
88	12·64	...	...	5	0·66	3,08	44·18	1910	Barsi Light ...	(*a*)	33
1,09	14·59	...	...	5	0·70	3,46	46·44	1911			
1,09	10·53	...	...	19	1·79	4,65	45·05	1912			
27	8·66	...	...	4	1·30	1,23	39·60	1st qr. of 1913			
1,09	8·26	...	...	22	1·66	4,71	35·78	1913-14			
1,19	10·64	...	...	23	2·19	4,89	43·81	1914-15			
15	12·25	...	...	1	0·73	81	65·36	1910	Bengal Provincial ...	(*a*)	34
15	11·63	...	...	1	0·52	84	66·05	1911			
16	12·50	...	...	1	0·70	82	62·69	1912			
4	12·07	...	...	...	...	22	66·10	1st qr. of 1913			
16	12·20	...	...	3	1·85	87	65 15	1913-14			
18	12 61	...	...	2	1·68	95	66·81	1914-15			
6	5·30	...	...	3	2·66	69	55·99	1910	Bukhtiarpur-Bihar Light	(*a*)	35
9	6·73	...	...	3	1·99	72	53·38	1911			
10	3·86	...	...	8	3·08	1,08	43·10	1912			
3	7·34	...	...	2	4·26	29	80·48	1st qr of 1913			
10	5·94	...	...	8	5·22	1,12	70 65	1913-14			
9	5·59	...	...	7	4·51	1,06	63 67	1914-15			
8	13 34	...	...	1	0·66	49	75·74	1911	Champaner-Shivrajpur Light.	(*a*)	38
10	11·93	...	...	1	0·79	56	63·86	1912			
3	8·24	...	...	...	...	15	44·59	1st qr. of 1913			
12	13·96	...	...	1	0·62	62	70 92	1913-14			
13	19·99	...	...	1	0·87	64	99·73	1914-15			
2	2·55	...	...	...	...	37	40·24	1910	Cutch State	(*a*)	39
2	2·25	...	...	...	...	42	42·05	1911			
3	2·63	...	...	...	...	45	44·67	1912			
1	2·90	...	...	...	...	10	45 07	1st qr. of 1913			
12	12·83	...	...	...	...	64	65·77	1913-14			
14	14·93	...	...	...	...	58	59·72	1914-15			

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" Gauge—*contd.*									
			1911	9	8·94	6	24·48	2	7·70	15	68·02
			1912	11	13·34	7	9·22	3	3·52	15	18·51
40	(a)	Dehri-Rohtas Light ...	1st qr. of 1913	3	9·24	3	8·83	1	3·70	4	13·80
			1913-14	10	6·50	10	6·79	6	4·15	19	12·40
			1914-15	7	3·62	13	6·77	7	3·52	19	10·14
			1910	6	13·12	9	17·95	2	5·20	5	10·19
			1911	6	14·10	6	15·00	3	7·71	5	12·15
			1912	6	15·24	10	25·19	4	9·81	5	13·63
41	(a)	Dholpur-Bari ...	1st qr. of 1913	2	11·28	2	17·39	1	8·01	2	12·98
			1913-14	7	13·40	7	12·76	3	5·62	7	13·70
			1914-15	9	12·61	13	17·89	3	3·84	8	11·71
43	(a)	Godhra-Lunavada ...	1913-14	1	10·35	3	25·36	1	3·09	3	25·56
			1914-15	6	14·32	10	22·22	2	4·15	10	22·19
44	(a)	Jessore-Jhenidah ...	1913-14	2	3·74	8	15·87	2	3·14	9	18·45
			1914-15	Information not available			...	...	...	...	...
45	(a)	Kolar District ...	1913-14	...	...	3	42·30	1	3·92	2	28·73
			1914-15	3	8·38	12	22·07	1	2·93	8	22·58
			1912								
46	(a)	Madaya Light ...	1st qr. of 1913	Information not furnished.				...	...	...	...
			1913-14								
			1914-15								
			1910	24	23·30	39	37·87	5	4·85	8	7·77
			1911	31	29·25	39	36·79	5	4·72	7	6·60
10	(j) & (k)	Morappur-Hosur and Tirupattur-Krishnagiri.	1912	29	25·66	41	36·28	4	3·54	8	7·08
			1st qr. of 1913	10	41·67	13	54·16	1	4·17	2	8·33
			1913-14	58	32·05	91	50·28	6	3·31	14	7·73
			1914-15	80	40·47	97	49·84	7	3·43	14	7·16
			1910	12	21·08	8	14·88	2	3·83	7	12·18
			1911	6	9·68	9	14·52	4	6·45	7	11·29
			1912	8	15·69	6	11·77	5	9·80	7	13·72
1	(d)	Mourbhanj State ...	1st qr. of 1913	1	8·49	2	13·40	1	5·53	2	10·86
			1913-14	7	10·12	7	10·88	4	5·65	8	12·40
			1914-15	6	10·27	10	18·07	3	6·43	8	14·72
			1st qr. of 1913	2	22·80	1	21·79	...	...	1	17·27
47	(a)	Nadiad-Kapadvanj ...	1913-14	8	7·53	20	19·17	2	1·86	15	15·07
			1914-15	19	16·12	20	16·84	3	2·65	19	16·04
			1910	5	19·41	7	24·03	1	3·35	3	11·50
			1911	8	24·24	8	24·24	2	6·06	3	9·09
			1912	10	25·00	9	22·50	3	7·50	3	7·50
1	(f)	Parlakimedi Light ...	1st qr. of 1913	2	17·65	2	14·03	...	...	1	5·78
			1913-14	13	25·49	8	15·69	5	9·81	4	7·84
			1914-15	10	18·91	13	26·36	3	6·82	4	6·82
			1910	14	14·70	19	19·66	5	5·76	8	8·85
			1911	14	13·24	19	18·57	6	5·86	10	9·93
			1912	16	16·00	18	17·96	7	6·68	10	10·18
25	(c)	Powayan Light ...	1st qr. of 1913	2	10·45	5	25·00	1	6·41	3	12·21
			1913-14	14	14·43	21	21·65	5	5·15	10	10·31
			1914-15	12	14·88	20	24·68	4	4·63	10	11·47
			1910	45	8·86	62	12·36	8	1·70	64	12·76
			1911	44	8·26	59	10·97	8	1·53	66	12·41
			1912	58	9·49	66	10·80	10	1·66	72	11·86
48	(a)	Shahdara (Delhi)-Saharanpur Light.	1st qr. of 1913	16	8·08	14	7·46	3	1·42	22	11·37
			1913-14	62	9·99	70	11·26	12	2·01	76	12·24
			1914-15	69	10·63	70	10·84	11	1·69	92	14·13

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix I).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									2' 6" Gauge—*contd.*		
4	16·93	...	...	...	...	36	151·07	1911			
6	3·22	...	...	6	3·36	45	56·17	1912			
2	7·63	...	...	...	...	13	43·20	1st qr. of 1913	Dehri-Rohtas Light ...	(*a*)	40
10	6·67	...	...	1	0·82	56	37·33	1913-14			
12	6·42	...	...	2	0·88	60	31·35	1914-15			
6	12·53	...	...	...	...	28	58·99	1910			
6	15·44	...	...	1	1·10	27	65·50	1911			
6	15·61	...	...	1	0·79	32	80·27	1912			
1	10·38	...	...	...	...	8	60·04	1st qr. of 1913	Dholpur-Bari ...	(*a*)	41
7	13·53	...	...	1	1·03	32	60·04	1913-14.			
10	14·03	...	...	1	0·86	44	60·94	1914-15			
3	21·64	...	...	...	...	11	86·00	1913-14	Godhra-Lunavada ...	(*a*)	43
12	25·92	...	...	1	1·23	41	90·03	1914-15			
16	31·60	...	...	1	2·75	33	75·55	1913-14	Jessore-Jhenidah ...	(*a*)	44
...	...	...	...	...	...	...	...	1914-15			
1	15·80	...	...	1	12·58	8	103·33	1913-14	Kolar District ...	(*a*)	45
6	16·31	...	...	1	4·39	31	86·66	1914-15			
Information not furnished			...	...		...	...	1912 1st qr. of 1913 1913-14. 1914-15	Madaya Light ...	(*a*)	46
5	4·85	...	...	2	1·94	83	80·58	1910			
5	4·72	...	...	1	0·94	85	83·02	1911			
6	5·31	...	...	2	1·77	90	79·64	1912		(*j*) & (*k*)	10
1	4·17	...	...	1	4·17	28	116·67	1st qr. of 1913	Morappur-Hosur and Tirupattur-Krishnagiri.		
9	4·97	...	...	6	3·31	1,84	101·65	1913-14			
10	5·40	...	...	8	4·09	2,16	109·39	1914-15			
2	3·56	...	...	1	1·17	33	56·70	1910			
2	3·22	...	...	1	1·61	29	46·77	1911			
2	3·92	...	...	...	...	23	54·90	1912			
1	4·88	...	...	...	...	7	43·16	1st qr. of 1913	Mourbhanj State ...	(*d*)	1
3	4·42	...	...	1	1·02	30	44·32	1913-14			
2	3·34	...	...	...	...	29	54·35	1914-15			
1	10·59	...	...	...	...	5	72·45	1st qr. of 1913.	Nadiad-Kapadvanj ...	(*a*)	47
16	15·29	...	...	1	0·95	62	59·87	1913-14			
18	14·83	...	...	1	0·53	80	67·01	1914-15			
2	7·20	...	...	1	4·01	19	69·50	1910			
2	6·06	...	...	...	...	23	69·69	1911			
2	5·00	...	...	1	2·50	28	70·00	1912			
1	3·93	...	...	...	...	6	41·39	1st qr. of 1913	Parlakimedi Light ...	(*f*)	1
2	3·92	...	...	1	1·96	33	64·71	1913-14			
2	4·80	...	...	...	0·59	32	64·33	1914-15			
10	10·43	...	...	1	0·91	57	60·31	1910			
12	11·85	...	...	1	0·55	62	60·00	1911			
9	8·64	...	...	1	0·80	61	60·26	1912			
1	5·93	...	...	...	...	12	60·00	1st qr. of 1913	Powayan Light ...	(*c*)	25
9	9·28	...	...	...	...	59	60·82	1913-14.			
4	4·34	...	...	...	...	50	60·00	1914-15			
38	7·59	...	...	8	1·51	2,25	44·80	1910			
33	7·06	...	...	7	1·38	2,22	41·61	1911			
42	6·83	...	...	8	1·23	2,56	41·87	1912			
9	4·90	...	...	2	1·05	66	34·28	1st qr. of 1913	Shahdara (Delhi)-Saharanpur Light.	(*a*)	48
42	6·88	...	...	7	1·15	2,69	43·53	1913-14.			
42	6·46	...	...	6	1·01	2,90	44·76	1914-15			

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" Gauge—*concld.*									
			1910	14	14·73	13	14·09	9	9·90	15	16·02
			1911	24	20·77	14	11·77	11	9·96	17	14·92
			1912	16	13·13	16	13·36	18	15·23	19	15·29
49	(a)	Tezpore-Balipara Light ...	1st qr. of 1913	4	15·42	4	14·02	5	19·52	5	19·00
			1913-14	18	13·44	20	14·69	18	13·30	21	15·65
			1914-15	19	14·21	24	17·33	16	12·01	22	16·14
		2' 0" Gauge.									
			1910	94	9·40	1,74	17·37	59	5·85	1,00	9·90
			1911	1,04	10·15	1,80	17·47	57	5·54	1,02	9·87
			1912	1,11	9·76	1,97	17·31	77	6·70	98	8·63
50	(a)	Darjeeling-Himalayan ...	1st qr. of 1913	28	11·35	52	21·46	13	5·53	29	12·00
			1913-14	1,14	9·50	2,31	19·27	79	6·58	1,26	10·50
			1914-15	1,27	11·19	2,03	17·91	68	5·94	1,08	9·48
51	(a)	Darjeeling-Himalayan railway extension.	1914-15	Information not available				...	...	...	...
52	(a)	Gwalior Light ...	1913-14	55	†10·68	...	...	*1,84	†35·81	†23	†5·23
			1914-15	33	6·28	1,55	29·13	37	7·02	30	5·59
			1910	56	11·54	83	17·20	33	6·85	67	13·82
			1911	51	10·19	65	13·06	26	5·17	69	13·90
			1912	51	9·18	67	12·02	18	3·24	8	14·30
53	(a)	Howrah-Amta Light ...	1st qr. of 1913	16	10·29	21	13·35	7	4·56	23	15·07
			1913-14	72	12·13	91	15·40	24	4·12	95	15·93
			1914-15	85	13·92	1,17	19·03	27	4·47	1,07	17·37
			1910	11	9·67	12	9·95	3	2·48	21	17·30
			1911	16	12·28	13	10·37	3	2·59	22	17·45
			1912	16	11·33	14	10·25	3	1·98	23	16·00
54	(a)	Howrah-Sheakhala Light	1st qr. of 1913	3	8·22	4	9·81	1	2·81	6	15·51
			1913-14	32	20·14	15	9·88	3	2·17	26	16·56
			1914-15	27	17·34	17	10·76	3	2·23	26	16·88
			1911	1	19·36	3	40·60	...	...	2	20·65
			1912	3	10·94	9	37·66	1	4·07	7	27·24
55	(a)	Jagadhri Light ...	1st qr. of 1913	1	10·47	2	31·08	...	...	1	16·24
			1913-14	2	9·04	7	29·09	1	1·49	6	24·63
			1914-15	2	7·78	7	31·61	...	1·12	5	21·42
			1910	22	22·97	28	28·84	8	8·68	14	15·05
			1911	21	19·27	24	22·02	7	6·42	14	12·84
			1912	22	18·03	25	20·49	8	6·57	15	12·29
56	(a)	Jorhat (Provincial) ...	1st qr. of 1913	6	19·19	5	*18·56	1	3·51	4	13·03
			1913-14	25	19·28	27	20·77	7	5·38	15	11·54
			1914-15	40	32·95	39	32·02	9	7·55	20	16·24
			1910	..	...	1	63·51	...	...	...	...
			1911	3	19·87	5	30·90	1	5·68	2	10·75
20	(f)	Pipar-Bilara Light ...	1912	4	18·38	9	37·78	1	5·09	2	11·27
			1st qr. of 1913	1	15·04	2	32·26	...	...	1	15·88
			1913-14	5	19·23	12	46·15	5	19·23	2	7·69
			1914-15	5	13·47	8	31·52	...	1·16	3	9·91
58	(a)	Tarikere-Narasimharajapura	1914-15	Information not available				...	...	...	...
			1910	6,35,86	12·43	9,51,61	18·61	2,52,68	4·94	4,77,91	9·34
			1911	6,97,47	12·62	10,00,77	18·10	2,85,76	5·17	4,97,06	8·99
			1913	6,80,82	11·04	10,68,70	17·33	2,90,08	4·71	5,27,43	8·56
		Total of all railways	1st qr. of 1913	2,13,38	13·14	2,82,59	18·02	88,81	5·47	1,37,92	8·50
			1913-14	7,51,15	11·81	11,60,34	18·25	3,08,67	4·85	†5,60,76	8·82
			1914-15	7,04,16	11·66	11,89,94	19·71	2,88,71	4·78	5,73,35	9·49

* Includes locomotive expenses.
† Revised figures.

DIX 6—*concld.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									2' 6" Gauge—*concld.*		
15	16·18	...	...	2	1·49	68	72·40	1910			
15	13·39	...	...	2	1·42	63	72·23	1911			
16	13·57	...	...	1	0·65	86	71·23	1912			
5	17·30	...	...	...	...	23	85·26	1st qr. of 1913	Tezpore-Balipara Light ...	(a)	49
16	12·14	...	...	1	0·71	94	69·93	1913-14			
17	12·68	...	...	1	0·61	99	72·98	1914-15			
									2' 0" Gauge.		
1,0b	10·08	...	...	34	3·36	5,62	55·96	1910			
1,07	10·37	...	...	35	3·46	5,85	56·86	1911			
1,08	9·46	...	...	37	3·25	6,28	55·11	1912			
26	10·56	...	...	8	3·25	1,56	64·15	1st qr. of 1913	Darjeeling-Himalayan ...	(a)	50
1,11	9·25	...	...	37	3·08	6,96	58·18	1913-14			
1,21	10·66	...	...	39	3·44	6,66	58·65	1914-15			
Information not available			...	...	...	...	...	1914-15	Darjeeling-Himalayan railway extensions.	(a)	51
†27	†4·55	...	...	5	†0·91	†2,94	†57·18	1913-14	Gwalior Light ...	(a)	52
35	6·61	...	...	25	4·62	3,15	59·25	1914-15			
24	4·90	...	...	5	1·17	2,68	55·48	1910			
27	5·34	...	...	8	1·70	2,46	49·36	1911			
29	5·24	...	...	8	1·34	2,53	45·32	1912			
7	4·81	...	...	2	1·31	76	49·89	1st qr. of 1913	Howrah-Amta Light ...	(a)	53
33	5·48	...	...	10	1·69	3,25	54·75	1913-14			
33	5·37	...	...	5	0·89	3,74	61·05	1914-15			
8	6·57	...	...	1	1·14	56	47·11	1910			
9	6·92	...	...	1	1·07	64	50·68	1911			
9	6·55	...	...	1	0·82	66	46·93	1912			
2	5·67	...	...	...	...	16	42·62	1st qr. of 1913	Howrah-Shcakhala Light	(a)	54
10	6·10	...	...	2	1·02	88	55·67	1913-14			
10	6·39	...	...	2	1·18	85	54·78	1914-15			
1	6·75	...	...	...	...	7	87·36	1911			
3	13·22	...	...	...	...	23	93·13	1912			
1	20·69	...	...	...	...	5	78·48	1st qr. of 1913	Jagadhri Light ...	(a)	55
5	20·09	...	...	1	2·07	22	86·41	1913-14			
5	22·73	...	...	1	2·77	20	87·43	1914-15			
15	15·57	...	...	1	1·05	88	92·16	1910			
11	10·09	...	...	1	0·92	78	71·56	1911			
15	12·29	...	...	4	3·28	89	72·95	1912			
4	14·03	...	...	1	1·14	21	69·46	1st qr. of 1913	Jorhat (Provincial) ...	(a)	56
14	10·77	...	...	2	1·54	90	69·23	1913-14			
19	15·25	...	...	1	1·22	1,28	105·23	1914-15			
...	...	...	...	...	...	1	63·51	1910			
...	...	...	...	...	...	11	67·20	1911			
1	3·51	...	...	...	...	17	76·03	1912			
...	...	...	...	...	...	4	63·18	1st qr. of 1913	Pipar-Bilara Light ...	(f)	20
1	3·85	...	...	...	...	25	96·15	1913-14			
...	1·20	...	...	...	0·41	16	62·67	1914-15			
Information not available			...	...	...	...	...	1914-15	Tarikere-Narasimharajapura	(a)	58
2,35,29	4·60	26,94	0·53	1,35,43	2·65	27,15,72	53·10	1910			
2,42,63	4·39	25,23	0·46	1,35,00	2·44	28,83,92	52·17	1911			
2,52,46	4·09	26,48	0·43	1,69,95	2·76	30,15,92	48·92	1912			
65,81	4·05	7,74	0·48	42,59	2·62	8,48,84	52·23	1st qr. of 1913	Total of all railways.		
†2,74,31	4·32	27,91	0·44	2,09,80	3·30	†32,92,94	51·79	1913-14			
2,87,07	4·75	29,93	0·50	1,99,42	3·30	*32,74,10	54·19	1914-15			

* Includes Rs. 1,52,000 for the Central Provinces and Dhond-Baramati railways for which details are not available.
† Revised figures.

APPENDIX 7.

General results of working each railway system.

Classification. No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" GAUGE.									
1	(*a*) to (*o*), (*e*), (*g*) and (*s*)	Bengal-Nagpur	1910	2,395·39	7,810	34,13,96	3,08,53	1,58,21	1,50,32	*51·23	4·40
			1911	2,488·92	8,592	35,24,88	3,39,70	1,71,48	1,68,22	*50·48	4·77
			1912	2,489·92	9,526	35,72,18	4,02,63	1,84,14	2,18,49	*45·74	6·12
			1st qr. of 1913	2,489·92	2,504	36,11,95	1,15,26	55,79	59,47	*48·40	1·65
			1913-14	2,673·32	10,303	38,65,58	4,20,59	2,05,53	2,15,06	*48·87	5·56
			1914-15	2,670·82	10,525	40,08,62	4,10,01	2,06,77	2,03,24	*50·43	5·07
2	(*a*) to (*o*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	1910	1,199·15	5,150	20,44,89	2,82,50	1,38,50	1,44,00	49·03	7·04
			1911	1,199·15	6,005	21,21,11	3,06,80	1,49,61	1,57,19	48·76	7·44
			1912	1,351·09	6,802	24,01,01	3,56,03	1,79,17	1,76,86	50·32	7·42
			1st qr. of 1913	1,351·08	1,728	24,36,57	95,97	45,14	50,83	47·03	2·09
			1913-14	1,425·30	6,961	26,00,92	3,91,04	1,91,44	1,99,60	48·96	7·70
			1914-15	1,496·97	7,178	27,22,12	3,69,74	1,90,73	1,79,01	51·58	6·60
3	(*a*)	Eastern Bengal	1910	511·43	3,890	14,08,24	1,65,28	95,47	69,81	57·76	4·96
			1911	512·16	4,234	14,40,21	1,81,23	1,18,19	63,04	62·45	4·72
			1912	511·86	4,420	15,07,10	1,99,18	1,19,46	79,72	59·97	5·29
			1st qr. of 1913	511·86	1,089	15,89,76	49,76	26,61	23,15	53·47	1·46
			1913-14	507·20	4,514	16,38,73	2,07,21	1,17,79	89,42	56·65	5·30
			1914-15	559·96	4,726	22,38,17	1,84,54	1,21,95	62,59	66·08	2·80
4	(*a*) to (*c*)	East Indian ...	1910	2,506·30	19,527	63,20,57	8,90,33	3,49,84	5,40,49	39·29	8·55
			1911	2,559·38	21,289	64,22,04	9,57,61	3,75,27	5,82,34	39·19	9·07
			1912	2,624·61	22,914	65,94,16	10,51,66	3,95,67	6,55,99	37·62	9 96
			1st qr. of 1913	2,652·93	5,903	66,26,33	2,67,63	1,12,35	1,55,28	41·98	2·34
			1913-14	2,717·72	24,063	69,67,26	10,62,16	4,25,58	6,36,58	40·07	9·14
			1914-15	2,716·46	25,439	72,96,13	10,70,78	4,22,10	6,48,68	39·42	8 89
5	(*a*) to (*i*)	Great Indian Peninsula.	1910	3,164·12	18,871	55,77,74	7,34,34	4,12,70	3,21,64	56·20	5·77
			1911	3,164·66	20,243	57,13,62	7,74,50	4,28,33	3,46,17	55·30	6·06
			1912	3,163·57	21,448	58,72,37	8,65,79	4,67,21	3,98,58	53·96	6·79
			1st qr. of 1913	3,162·65	5,559	59,63,29	2,52,97	1,37,32	1,15,65	54·28	1·94
			1913-14	3,025·86	21,806	63,25,79	9,17,34	5,51,61	3,65,73	60·13	5·78
			1914-15	3,088·66	21,359	66,22,93	8,35,56	5,23,64	3,11,92	62·67	4.71
6	(*a*) & (*b*)	Madras and Southern Maharatta.	1910	1,041·61	4,423	17,49,13	1,89,68	1,06,20	81,48	57·04	4·66
			1911	1,041·61	4,356	17,35,74	1,98,11	1 08,32	89,79	54·68	5·03
			1912	1,041 61	4,584	17,92,95	2,18,42	1,13,88	1,04,54	52·14	5·83
			1st qr. of 1913	1,041·61	1,197	18,09,28	59,60	26,71	32,89	44·82	1·82
			1913-14	1,041·61	4,704	18,37,99	2,28,44	1,23,47	1,04,97	54 05	5·71
			1914-15	1,041·61	5,051	18,65,01	2,35,51	1,24,84	1,10,67	53·01	5·93
7	(*a*) & (*b*)	Nizam's Guaranteed State.	1910	350·71	1,493	4,84,14	56,58	26,53	30,05	46·89	6·20
			1911	350·71	1,476	4,75,56	60,62	32,08	28,54	52·92	6·00
			1912	350·71	1,468	4,97,19	61,61	27,80	33,81	45·12	6·80
			1st qr. of 1913	350·71	367	5,00,09	17,64	9,82	7,82	35·67	1·56
			1913-14	350·71	1,614	5,21,93	70,89	36,11	34,78	50·94	6·66
			1914-15	350·71	1,464	5,29,67	63,21	31,03	32,18	49·09	6·07

* See Appendix 1.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ GAUGE—*concld.*									
8	(*a*) to (*g*)	North Western—									
		Commercial section.	1910	3,509·56	17,387	60,35,79	7,70,36	4,66,56	3,03,80	60·56	5·03
			1911	3,623·92	18,751	63,43,75	8,32,96	4,64,50	3,68,46	55·77	5·81
			1912	3,648·26	19,915	65,63,45	9,57,39	4,67,37	4,90,02	48·82	7·47
			1st qr. of 1913	3,652·22	4,691	67,00,35	2,10,23	1,44,72	65,51	68·84	0·98
			1913-14	3,929·40	19,201	72,17,91	9,21,59	4,97,22	4,24,37	53·95	5·88
			1914-15	4,071·87	18,986	75,66,67	8,49,68	4,96,27	3,53,41	58·41	4·67
		Military section	1910	1,257·04	3,097	18,36,16	53,52	65,57	—12,05	122·51	...
			1911	1,256·32	3,094	18,41,31	56,45	66,27	—9,82	117·39	...
			1912	1,255·33	2,906	18,44,36	58,56	58,65	—9	100·15	...
			1st qr. of 1913	1,257·46	731	18,46,24	13,60	17,69	—4,09	130·03	...
			1913-14	1,257·46	2,885	18,47,72	64,02	63,57	45	99·30	0·02
			1914-15	1,257·46	3,063	18,53,28	72,56	69,86	2,70	96·28	0·15
		Total commercial and military sections.	1910	4,766·60	20,484	78,71,95	8,23,88	5,32,13	2,91,75	64·58	3·71
			1911	4,880·24	21,845	81,85,06	8,89,41	5,30,77	3,58,64	59·67	4·38
			1912	4,903·59	22,821	84,07,81	10,15,95	5,26,02	4,89,93	51·77	5·77
			1st qr. of 1913	4,909·68	5,422	85,46,59	2,23,83	1,62,41	61,42	72·56	0·72
			1913-14	5,177·86	22,086	90,65,63	9,85,61	5,60 79	4,24,82	56·90	4·68
			1914-15	5,329·33	22,049	94,1995	9,22,24	5,66,13	3,56,11	61·38	3·78
9	(*a*) to (*d*)	Oudh and Rohilkhand.	1910	1,438·79	5,198	18,63,31	1,87,03	96,26	90.82	51·45	4·87
			1911	1,645·81	5,725	18,92,02	2,08,20	1,01,16	1,07,04	48·59	5·66
			1912	1,636·18	6,925	20 48,09	2,49,60	1,07,63	1,41,97	43·12	7·39
			1st qr. of 1913	1,636·18	1,547	20,54,48	62,27	38,06	23,21	53·09	1·42
			1913-14	1,670·37	7,209	21,55,59	2,46.09	1,20,45	1.25,64	48·94	5·91
			1914-15	1,714·04	6,867	22,46,07	2,12,91	1,19,34	93,57	56·05	4·32
10	(*a*)	South Indian ...	1910	445·94	1,772	6,61,74	63,39	38,44	24,95	*60·63	*3·77
			1911	445·94	1,835	6,57,73	69,66	31,53	38,13	*45·26	5·80
			1912	445·94	2,012	6,68,14	74,16	38,94	35,22	*52·51	5·27
			1st qr. of 1913	445·94	520	6,72,89	18,85	13,52	5,33	*71·75	0·79
			1913-14	445·94	2,139	7,01.74	79,55	49,63	29,92	*62·39	4·26
			1914-15	445·94	2,121	7,13,55	78,17	46,11	32,06	*58·98	4·49
		3′ 3¾″ GAUGE.									
11	(*a*)	Assam-Bengal ...	1910	789·89	1,786	14,39,04	51,70	43,86	7,84	*84·83	0·54
			1911	789·89	1,846	14,52,51	55,76	44,38	11,38	*79·59	0·78
			1912	804·99	1,938	14,72,74	64,50	47,20	17,30	*73·18	1·17
			1st qr. of 1913	804·99	482	14.79,41	18,08	12,12	5,96	*66·99	0·40
			1913-14	811·73	1,968	15,00.12	70,43	47,72	22 71	*67·75	1·51
			1914-15	847·98	2,035	16,04,81	68,85	51,54	17,31	*74·85	1·08
12	(*a*) & (*b*)	Bengal and North-Western.	1910	1,893·27	5,801	15,40,71	1,67,72	70,84	96,88	42·25	6·29
			1911	1,944·88	5,986	15,69,03	1,68,45	78.17	1,10,28	41·47	7·03
			1912	1,968·78	6,396	17,18,93	2,10,30	72,00	1,38,30	34·16	8 07
			1st qr. of 1913	1,991·51	1,624	17,31,51	55.16	19,32	35,84	35·03	2·07
			1913-14	2,028·28	6,362	17.76,50	2,09,45	80,64	1,28.81	36·48	7·25
			1914-15	2,027·12	6,301	17,35,93	2,03,75	79,67	1,24,08	39·10	6·95

* See Appendix I.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (Detailed in "Index" to Appendix 1). Main head.	Sub-head.	Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3½″ GAUGE—*contd.*									
			1910	152·96	223	1,21,81	11,45	4,26	7,19	37·20	5·90
			1911	152·96	242	1,24,61	12,02	4,55	7,47	37·88	5·99
			1912	152·96	269	1,26,15	14,34	5,17	9,17	36·05	7·27
13	(*a*) & (*b*)	Bengal Doors	1st qr. of 1913	152·96	79	1,26,58	3,22	1,39	1,83	43·06	1·45
			1913-14	152·96	314	1,27,42	16,41	6,38	10,03	38·89	7·87
			1914-15	152·96	312	1,32,17	15,99	6,67	9,32	41·72	7·05
....	...	Bhavnagar-Gondal-Junagad-Porbandar.	1910	495·37	1,033	2,40,13	32,08	14,82	17,26	46·19	7·19
			1911	178·78	428	95,37	15,52	6,01	9,51	38·72	9·97
			1912	193·80	488	1,07,52	15,40	7,36	8,04	47·79	7·23
14	(*a*) & (*b*)	Bhavnagar State	1st qr. of 1913	193·29	111	1,11,29	3,88	1,88	2,00	48·38	1·80
			1913-14	226·94	471	1,18,08	15,30	7,49	7,81	48·95	6·62
			1914-15	246·44	529	1,26,69	16,63	7,75	8,88	46·60	7·01
			1910	2,277·37	8,208	19,48,02	2,99,93	1,47,38	1,52,60	49·13	7·83
			1911	2,309·46	8,871	19,70,81	3,24,15	1,65,11	1,59,04	50·91	8·07
			1912	2,212·11	9,621	18,04,45	3,32,40	1,62,73	1,69,67	48·96	9·41
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	1st qr. of 1913	2,212·12	2,387	18,15,52	85,69	38,01	47,68	44·36	2·63
			1913-14	2,212·11	8,761	18,29,13	3,15,52	1,59,23	1,56,29	50·46	8·54
			1914-15	2,226·83	8,533	18,68,10	3,04,21	1,62,31	1,41,90	53·36	7·60
			1910	1,527·08	6,327	18,18,23	1,98,26	1,21,90	76,36	61·49	4·20
			1911	1,528·78	6,440	18,63,33	2,06,71	1,34,76	71,95	65·19	3·86
			1912	1,544·83	6,064	19,32,29	2,19,05	1,30,26	88,79	59·47	4·62
15	(*a*) to (*c*)	Burma ...	1st qr. of 1913	1,544·83	1,566	19,48,05	74,37	32,22	42,15	43·32	2·16
			1913-14	1,551·78	5,948	20,09,70	2,45,95	1,32,34	1,14,61	53·59	5·71
			1914-15	1,599·03	5,755	21,45,74	3,33,86	1,34,09	99,77	57·34	4·65
....	...	Deoghur ...	1910	4·79	15	2,97	*	*	*	*	*
			1911	Amalgamated with the East Indian railway system.							
			1910	91·52	295	1,10,13	12,00	7,22	4,78	60·17	4·34
			1911	91·52	318	1,20,00	12,72	8,11	4,61	63·75	3·84
			1912	91·52	334	1,23,24	14,04	8,01	6,03	57·05	4·89
17	(*a*) & (*b*)	Dibru-Sadiya ...	1st qr. of 1913	91·52	79	1,23,52	3,80	2,11	1,69	55·53	1·37
			1913-14	91·52	336	1,26,64	14,47	8,03	6,44	55·49	5·09
			1914-15	91·52	341	1,28,60	13,92	8,61	5,31	61·85	4·13
			1910	1,085·08	3,549	11,17,95	1,24,28	73,95	50,33	59·49	4·50
			1911	1,085·77	3,914	11,42,83	1,46,55	87,57	58,98	62·37	4·63
			1912	1,146·28	4,318	12,23,10	1,50,83	87,50	63,33	58·01	5·18
3	(*b*) to (*d*)	Eastern Bengal	1st qr. of 1913	1,148·13	1,212	12,17,15	41,52	28,92	12,60	69·64	1·04
			1913-14	1,162·54	5,049	12,57,61	1,76,33	95,02	81,31	54·11	6·47
			1914-15	1,167·40	4,824	13,08,57	1,55,77	98,91	56,86	63·49	4·35
			1911	194·22	465	83,00	12,06	5,92	6,14	49·08	7·40
			1912	194·23	434	84,17	12,45	6,17	6,28	49·54	7·47
18	(*a*) to (*c*)	Gondal-Porbandar State.	1st qr. of 1913	210·57	107	90,96	4,14	1,67	2,47	40·27	2·73
			1913-14	219·75	464	97,98	14,22	6,72	7,50	47·28	7·65
			1914-15	219·75	512	99,91	14,23	7,48	6,75	52·58	6·51

* Information not furnished.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7)
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3⅜″ GAUGE—*contd.*									
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	1910	391·13	1,249	2,77,74	36,56	18,50	18,06	*50·62	6·50
			1911	391·13	1,228	2,91,88	34,97	21,85	13,12	*62·48	4·50
			1912	441·44	1,436	3,26,81	44,26	23,73	20,53	53·63	6·29
			1st qr. of 1913	441·44	376	3,28,77	13,08	8,09	4,99	61·92	1·52
			1913-14	441·44	1,566	3,36,15	44,51	22,98	21,53	51·63	6·40
			1914-15	441·44	1,403	3,51,07	42,34	24,47	17,87	57·79	5·09
19	(*a*)	Jamnagar ...	1911	54·22	77	23,27	2,46	1,29	1,17	*52·30	5·04
			1912	54·22	75	23,36	2,38	1,40	98	*58·64	4·22
			1st qr. of 1913	54·22	19	23,54	79	38	41	*47·70	1·75
			1913-14	54 22	77	23,54	2,92	1,36	1,56	*46·62	6·62
			1914-15	54·22	76	23,71	3,01	1,92	1,09	*63·62	4 62
20	(*a*) to (*s*)	Jodhpur-Bikaner	1910	1,005·45	1,713	2,62,33	47,51	21,54	25,97	45·34	9·90
			1911	1,084·81	2,000	2,83,96	62,15	26,05	36,10	41·91	12·71
			1912	1,219·28	2,282	3,18,81	70,42	32,61	37,81	46·31	11·86
			1st qr. of 1913	1,219·28	544	3,25,01	17,86	7,15	10,71	40·03	3·30
			1913-14	1,280·78	2,282	3 50,86	69,83	34,98	34,85	50·09	9 98
			1914-15	1,298·47	2,001	3,71,48	60,21	31,84	28,37	52·88	7·64
21	(*a*)	Junagad State	1911	88·96	144	48,00	4,46	2,39	2.07	*53·70	4·31
			1912	100·50	156	50,29	5,33	2,68	2,65	*50·19	5·27
			1st qr. of 1913	113·42	39	57,13	1,63	78	85	*48·02	1·69
			1913-14	113·42	159	60,37	6,19	3,21	2,98	*51·93	4·92
			1914-15	113·90	172	60,67	6,21	3,29	2,92	*52·93	4·82
6	(*c*) to (*l*)	Madras and Southern Mahratta.	1910	2,091·16	5,865	17,94,78	1,70,86	1,00,88	69,98	59·04	3·90
			1911	2,091·16	6,267	18,11,20	1,79,93	1,06,61	73,32	59·25	4·05
			1912	2,091·16	6,359	18,24,63	1,87,94	1,07,70	80,24	57·30	4·40
			1st qr. of 1913	2,091·16	1,682	18,41,61	52,32	27,94	24,38	53·40	1·32
			1913-14	2 091·22	6,707	18,66,63	2,02,95	1,17,67	85,28	57·98	4·57
			1914-15	2,090·02	6,840	18,69,86	1,91,79	1,15,76	76,03	60·36	4·07
22	(*a*)	Morvi ...	1910	92·83	203	49,91	5,29	2,83	2,96	*44·00	5·94
			1911	92·83	208	49,91	6,36	2,13	4,23	*33·57	8·47
			1912	92·83	229	51,22	7,25	2,70	4,55	*37·32	8·87
			1st qr. of 1913	92 83	53	51,14	1,91	51	1,40	*26·57	2·74
			1913-14	92·83	219	52,11	7,77	2,74	5,03	*35·25	9·65
			1914-15	92·83	214	52,84	7,67	2,80	4,87	*36·59	9·24
10	(*c*)	Nilgiri ...	1910	28·96	104	75,94	4,57	3,85	72	*84·15	0·95
			1911	28·96	97	77,29	4,95	3,70	1,25	*74·81	1·62
			1912	28·96	97	78,32	5,22	4,05	1,17	*77·68	1·49
			1st qr. of 1913	28·96	24	78,85	1,25	99	26	*79·33	0·33
			1913-14	Included with the South India n railway (3′ 3⅜″ gauge)							
			1914-15								
25	(*a*) & (*b*)	Rohilkund and Kumaon.	1910	439·10	963	2,68,36	31,71	13,93	17,78	64·17	6·63
			1911	482·77	980	2,90,96	34,14	15,69	18,45	45·95	6·39
			1912	552·64	1,087	3,43,74	41,68	16,48	25,20	39·53	7·33
			1st qr. of 1913	552·64	286	3,47,98	11,55	4,49	7,06	38·92	2·03
			1913-14	554·34	1,185	3,56,26	41,35	18,31	23,04	44·28	6·52
			1914-15	568·83	1,140	3,71,69	34,99	18,80	16,19	53·73	4·36

* See Appendix 1.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3½″ GAUGE—*concld.*									
			1910	64·75	206	69,49	5,03	3,06	2,57	*54·32	3·70
			1911	64·75	235	69,57	6,01	3,11	2,90	*51·75	4·17
			1912	64·75	233	69,65	6,30	3,30	3,00	*52·41	4·31
10	(*f*)	Shoranur-Cochin	1st qr. of 1913	64·75	58	69,56	1,61	80	81	*49·52	1·16
			1913-14	Included with the South Indian railway (3′ 3½″ gauge).							
			1914-15								
			1910	1,111·12	5,265	10,70,73	1,71,41	88,49	82,92	51·62	7·74
			1911	1,111·12	5,986	10,81,93	1,91,88	99,45	92,43	51·83	8·54
			1912	1,111·12	6,114	11,19,52	2,09,64	1,06,00	1,03,64	50·56	9·26
10	(*b*) to (*e*)	South Indian...	1st qr. of 1913	1,111·12	1,543	11,34,21	53,09	29,70	23,39	55·94	2·06
			1913-14	1,207·95	6,707	13,77,67	2,26,97	1,28,89	98,08	56·79	7·12
			1914-15	1,218·10	7,089	14,19,26	2,19,40	1,26,69	92,71	57·74	6·53
			1910	67·30	56	20,97	2,52	1,18	1,34	*47·05	6·36
			1911	67·30	77	21,16	2,84	1,31	1,53	*46·07	7·24
			1912	67·30	105	21,96	3,05	1,48	1,57	*48·50	7·16
26	(*a*)	Udaipur-Chitorgarh.	1st qr. of 1913	67·30	26	22,06	92	37	55	*40·48	2·48
			1913-14	67·30	104	22,34	3,19	1,54	1,65	*48·18	7·40
			1914-15	67·30	93	22,40	2,65	1,58	1,07	*59·64	4·78
		2′ 6″ GAUGE.									
			1911	60·50	73	20,76	1,83	89	44	*66·79	2·13
			1912	60·50	88	21,98	1,72	1,13	59	*65·54	2·71
29	(*a*)	Arrah-Sasaram Light.	1st qr. of 1913	60·50	33	22,06	45	29	16	*63·94	0·75
			1913-14	60·50	113	22,19	1,94	1,23	71	*63·37	3·19
			1914-15	65·26	94	22,75	2,13	1,25	88	*58·50	3·88
30	(*a*)	Bangalore-Chik Ballapur Light.	1914-15	14·72	Information not available				...	...	...
			1910	51·12	122	21,81	2,36	1,62	74	*68·89	3·36
			1911	51·12	124	22,13	2,78	1,66	1,12	*59·67	5·07
			1912	51·12	135	22,43	3,38	1,76	1,62	*51·99	7·24
32	(*a*)	Baraset-Basirhat Light.	1st qr. of 1913	51·12	32	22,46	91	53	38	*58·18	1·69
			1913-14	51·12	130	23,08	3,28	1,92	1,36	*58·42	5·91
			1914-15	52·24	139	23,99	3,49	2,15	1,34	*61·71	5·56
			1910	78·50	145	50,34	6,98	3,08	3,90	*44·18	7·75
			1911	115·84	149	49,00	7,45	3,46	3,99	*46·44	8·14
			1912	115·84	194	70,14	10,31	4,65	5,66	*45·05	8·08
33	(*a*)	Barsi Light ...	1st qr. of 1913	115·84	53	70,09	3,10	1,23	1,87	*39·60	2·67
			1913-14	115·84	230	70,98	18,18	4,71	8,47	*35·78	11·94
			1914-15	115·84	213	74,50	11,18	4,89	6,29	*43·81	8·43
			1910	33·27	104	11,32	1,24	81	43	*65·36	3·80
			1911	33·27	121	11,32	1,26	84	42	*66·05	3·79
			1912	33·27	124	11,46	1,31	82	49	*62·69	4·25
34	(*a*)	Bengal Provincial.	1st qr. of 1913	33·27	33	11 53	34	22	12	*66·10	1·04
			1913-14	33·27	120	11,56	1,34	87	47	*65·15	4·05
			1914-15	33·27	125	11,77	1,43	95	48	*66·81	4·03
			1910	28·00	42	12,01	1,24	69	55	*55·99	4·54
			1911	33·00	44	12,38	1,34	72	62	*53·38	5·04
			1912	33·00	78	12,63	2,50	1,08	1,42	*43·10	11·26
35	(*a*)	Bukhtiarpur-Bihar Light.	1st qr. of 1913	33·00	13	12,73	36	29	7	*80·48	0·55
			1913-14	33·00	46	13,11	1,58	1,12	46	*70·65	3·54
			1914-15	33·00	51	13,60	1,66	1,06	60	*63·67	4·43
			1911	20·24	27	9,03	64	49	15	*75·74	1·72
			1912	20·24	34	9,26	88	56	32	*63·86	3·42
38	(*a*)	Champaner-Shivrajpur Light.	1st qr. of 1913	20·24	8	9,28	33	15	18	*44·59	1·94
			1913-14	20·24	28	9,39	87	62	25	*70·93	2·68
			1914-15	20·24	24	9,47	64	64	...	*99·73	...

* See Appendix 1.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings total capital outlay given in column (7)
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" GAUGE—*contd.*									
			1910	36·78	29	9,43	94	37	57	*40·24	6·04
			1911	36·78	32	9,49	1,01	42	59	*42·05	6 17
			1912	36·78	33	9,89	1,02	45	57	*44·67	5·69
39	(a)	Cutch State ...	1st qr. of 1913	36·78	7	10,51	23	10	13	*45·07	1·24
			1913-14	36·78	28	10,52	97	64	33	*65·78	3·17
			1914-15	36·78	29	10·53	97	58	39	*59·72	3 61
			1911	23·83	20	5,38	24	36	—12	*151·07	...
			1912	23·83	17	5,51	79	45	34	*56·17	6·31
40	(a)	Dehri-Rohtas Light.	1st qr. of 1913	23·83	13	5,79	31	13	18	*43·20	3 11
			1913-14	23·83	36	6,15	1,50	56	94	*37 33	15·25
			1914-15	23·83	40	6.26	1,91	60	1,31	*31·35	20·89
			1910	15·62	20	6,97	48	28	20	*58·99	2·85
			1911	19·62	19	7,41	41	27	14	*65·50	1·93
41	(a)	Dholpur-Bari	1912	19·62	16	7,48	40	32	8	*80·27	0·96
			1st qr. of 1913	19·62	4	7,77	14	8	6	*60·04	0 77
			1913-14	28·43	20	7,59	54	32	22	*60·04	2·86
			1914-15	36·38	27	12,41	72	44	28	*60·24	2·26
43	(a)	Godhra-Lunavada	1913-14	24·00	6	11,40	13	11	2	*86·00	0·16
			1914-15	25·45	19	13,03	45	41	4	*90·03	0 34
44	(a)	Jessore-Jhenidah	1913-14	36·80	29	12,34	50	38	12	*75·55	5·68
			1914-15	36·80	Information not available.						
45	(a)	Kolar District	1913-14	10·92	5	2,96	8	8	...	*103·33	...
			1914-15	10·92	19	3,06	36	31	5	*86·66	1·57
			1912	8·30							
46	(a)	Madaya Light...	1st qr. of 1913	8·30	Information not available.						
			1913-14	8·30							
			1914-15	83 0							
			1910	43·91	84	19,58	1,03	83	20	80·58	1·02
			1911	43·91	80	19,44	1,06	88	18	83·02	0·93
10	(f) & (k)	Morappur-Hosur and Tirupattur-Krishnagiri.	1912	43·91	83	19,42	1,13	90	23	79·64	1·13
			1st qr. of 1913	43·91	19	19,42	24	28	—4	116·67	...
			1913-14	98·78	129	41,45	1,81	1,84	—3	101·65	...
			1914-15	98·78	147	41,78	1,98	2,16	—18	109·39	...
			1910	32 41	26	7,20	58	33	25	*56·70	3 47
			1911	32·41	26	7,20	62	29	33	*46·18	4·58
			1912	32·41	25	7,20	51	28	23	*55·43	3·19
1	(d)	Mourbhanj State	1st qr. of 1913	32·41	6	7,20	18	7	11	*43·16	1·53
			1913-14	32·41	25	7,23	67	30	37	*44·32	5·15
			1914-15	32·41	24	7,24	54	29	25	*54·35	3·45
47	(a)	Nadiad-Kapadvanj.	1st qr. of 1913.	27·86	3	9,25	6	5	1	*72·45	0·20
			1913-14	27·86	44	12,50	1,03	62	41	*59·88	3·30
			1914-15	27·86	42	13,42	1,19	80	39	*67 01	2·93
			1910	24·62	18	7,29	27	19	8	*69·50	1·10
			1911	24·62	19	7,36	33	23	10	*68·74	1 36
			1912	24·62	19	7,44	40	28	12	*70·50	1·61
1	(f)	Parlakimedi Light.	1st qr. of 1913	24·62	5	7,54	15	6	9	*41·39	1·19
			1913-14	24 62	19	7,65	51	33	18	*63·91	2·42
			1914-15	24·62	18	7,56	50	32	18	*64·33	2·38
			1910	39·50	59	8,95	95	57	38	*60·31	4·22
			1911	39·50	59	8,95	1,03	62	41	*60·33	4·59
			1912	39·50	59	8,95	1,01	61	40	*60·26	4·47
25	(c)	Powayan Light	1st qr. of 1913	39·50	14	8,95	20	12	8	*60·27	0·89
			1913-14	39·50	59	8,95	97	59	38	*60 32	4·34
			1914-15	39·50	57	8,95	83	50	33	*60·00	3·69
			1910	92·50	136	41,67	5,03	2,25	2,79	*44·80	6·69
			1911	92·50	137	42,17	5,32	2,22	3,10	*41·61	7·37
			1912	92·50	140	42,51	6,10	2,56	3,54	*41·87	8·34
48	(a)	Shahdara (Delhi)-Saharanpur Light.	1st qr. of 1913	92·50	36	42,69	1,92	66	1,26	*34·28	2·95
			1913-14	92 50	138	43,43	6,17	2,69	3,48	*43·53	8·02
			1914-15	92·50	141	43,90	6,48	2,90	3,58	*44·76	8·14

* See Appendix 1.

APPENDIX 7—*concld.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7)
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" GAUGE—*concld.*									
49	(a)	Tezpore-Balipara Light.	1910	20·10	31	4,87	94	68	26	*72·40	5·32
			1911	20·10	31	4,87	1,15	83	32	*72·23	6·54
			1912	20·10	33	4,87	1,21	86	35	*71·23	7·12
			1st qr. of 1913	20·10	8	4,87	27	23	4	*85·26	0·83
			1913-14	20·10	34	4,87	1,35	94	41	*69·93	8·31
			1914-15	20·10	36	4 87	1,36	99	37	*72·98	7·51
		2' 0" GAUGE—									
50	(a)	Darjeeling-Himalayan.	1910	51·00	257	37,94	10,08	5,62	4,41	*55·96	11·65
			1911	51·00	268	38,52	10,30	5,35	4,45	*56·86	11·55
			1912	51·00	281	39,25	11,39	6,28	5,11	*55·11	13·02
			1st qr. of 1913	51·00	70	39,56	2,43	1,56	87	*64·15	2·30
			1913-14	51·00	299	40,76	11,99	6,98	5,01	*58·18	12·30
			1914-15	51·00	281	43,02	11,36	6,66	4,70	*58·65	10·93
51	(a)	Darjeeling-Himalayan extensions	1913-14	14·28	...	3,96	...	...	...	...	...
			1914-15	55 62	...	22,44	Information not available.				
52	(a)	Gwalior Light	1913-14	249·96	275	69,11	5,14	†2,94	†2,20	*†57·18	3·04
			1914-15	249·96	269	72,27	5,31	3,15	2,16	*59·25	3·05
53	(a)	Howrah-Amta Light.	1910	43·87	168	22,24	4,84	2,68	2,16	*55·48	9·67
			1911	43·87	174	23,04	4,99	2,46	2,53	*49·36	10·97
			1912	43·87	194	22,95	5,59	2,53	3,06	*45·32	13·33
			1st qr. of 1913	43·87	52	23,23	1,53	76	77	*49·89	3·31
			1913-14	43·87	214	25,61	5,94	3,25	2,69	*54·75	10·50
			1914-15	43·87	230	26,71	6,13	3,74	2,39	*61·05	8·94
54	(a)	Howrah-Sheakhala Light.	1910	19·75	51	6,56	1,20	56	64	*47·11	9·65
			1911	19·75	59	6,56	1,26	64	62	*50·68	9·48
			1912	19·75	72	6,62	1,41	66	75	*46·93	11·31
			1st qr. of 1913	19·75	20	6,69	38	16	22	*42·62	3·29
			1913-14	19·75	86	7,18	1,58	88	70	*55·87	9·69
			1914-15	19·75	83	8,27	1,56	85	71	*54·78	8·53
55	(a)	Jagadhri Light	1911	3·31	6	1,06	8	7	1	*93·64	0·96
			1912	3·31	16	1,11	25	23	2	*93·13	1·54
			1st qr. of 1913	3·31	3	1,11	7	5	2	*78·48	1·80
			1913-14	3 31	13	1,14	25	22	3	*86·43	2·99
			1914-15	3·31	14	1,14	22	20	2	*87·43	2·42
56	(a)	Jorhat (Provincial).	1910	30·00	51	9,68	96	88	8	*92·16	0·83
			1911	32·00	52	9,72	1,09	78	31	*71·35	3·19
			1912	32·50	53	9,84	1,22	89	33	*72·98	3·35
			1st qr. of 1913	32·50	14	10.44	31	21	10	*69·46	0·96
			1913-14	32·50	53	10,65	1,30	90	40	*69·36	3·75
			1914-15	32·50	52	10,72	1,21	1,28	—7	*105·23	...
20	(f)	Pipar-Bilara Light.	1910	19·00	1	1,96	2	1	1	*63·51	0·32
			1911	19·00	15	1,97	16	11	5	*67·20	2·66
			1912	25·00	22	2,75	23	17	6	*76·03	2·00
			1st qr. of 1913	25·00	4	2,75	6	4	2	*68·18	0·73
			1913-14	25·25	19	2,77	26	25	1	*94·94	0·36
			1914-15	25·25	19	2,80	25	16	9	*62·67	3·21
58	(a)	Tarikere-Narasimharajapura.	1914-15	12·00	Information not available.		...	...	...	...	...
		Total of all railways.	1910	32,093	132,823	4,39,04,73	51,14,22	27,15,72	23,98,50	53·10	5·46
			1911	32,839	142,944	4,50,06,80	55,27,78	28,83,92	26,44,00	52·17	5·87
			1912	33,484	152,761	4,65,15,00	61,65,07	30,15,92	31,49,15	48·92	6·77
			1st qr. of 1913	33,599	38,583	4,70,90,95	16,23,62	8,48,84	7,74,78	52·28	1·67
			1913-14	34,656	156.276	4,95,08,64	63,58,56	†32,92,94	†30,65,62	†51·79	6·19
			1914-15	35,285	157,142	5,19,22,13	60,42,01	32,74,10	27,67,91	54·19	5·33

* See Appendix 1.
† Revised figures.

APPENDIX 8.

Statistical results of working the various classes of railways during the financial year 1914-15.

Class.	Length of line open on the 31st March 1915.	Total capital outlay on open lines to the 31st March 1915, including steam-boat and suspense.	Total number of passengers carried.	Total weight of goods carried.	Gross earnings, including steam-boat service.	Working expenses, including steam-boat service.	Net earnings, including steam-boat service.	Percentage of net earnings on capital outlay on open lines.
5' 6" gauge.	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
State lines worked by the State	5,919·83	1,26,91,70,000	84,774,600	15,464,000	11,89,62,000	7,38,19,000	4,51,43,000	
State lines worked by companies	9,574·03	2,20,05,72,000	149,337,300	39,672,000	28,95,33,000	14,55,66,000	14,39,67,000	
Branch line companies' railways under "Guarantee" terms, worked by the main line.	32·04	30,27,000	430,800	107,000	4,67,000	2,33,000	2,34,000	
Branch line companies' railways under "Rebate" terms worked by the main line.	1,172·91	8,23,41,000	13,201,800	1,957,000	95,77,000	48,25,000	47,52,000	
Companies' lines subsidized by the Government of India.	191·64	1,83,25,000	2,351,500	727,000	32,16,000	15,41,000	16,72,000	
Native State lines worked by the main line.	606·09	4,23,24,000	6,572,700	924,000	44,13,000	23,65,000	20,48,000	
Companies' lines guaranteed by Native States.	330·13	5,17,24,000	1,793,300	675,000	58,69,000	28,52,000	30,17,000	
TOTAL FOR 1914-15 ...	17,826·67	3,66,74,53,000	258,461,500	59,726,000	43,20,37,000	23,12,04,000	20,08,33,000	5·48
TOTAL FOR 1913-14 ...	17,640·79	3,48,42,85,000	262,867,300	60,373,000	45,49,52,000	23,43,12,000	22,06,40,000	6·33
3' 3½" gauge.								
State lines worked by the State ...	1,160·87	12,61,48,000	12,351,800	1,814,000	1,47,95,000	95,56,000	52,39,000	
State lines worked by companies*	3,371·66	93,62,60,000	106,366,100	10,280,000	9,76,34,000	5,67,79,000	4,08,55,000	
Branch line companies' railways under "Rebate" terms, worked by the main line.	177·46	74,24,000	2,321,800	303,000	10,64,000	4,50,000	6,14,000	
Companies' lines subsidized by the Government of India.	1,747·88	13,08,39,000	32,151,400	3,317,000	2,56,77,000	1,05,96,000	1,50,81,000	
Companies' lines subsidized by Local Governments.	86·02	1,11,66,000	638,600	449,000	12,92,000	8,04,000	4,88,000	
Unassisted Companies' lines ...	5·50	16,94,000	88,000	322,000	1,00,000	57,000	43,000	
District Board lines ...	163·74	76,01,000	4,344,100	318,000	13,57,000	8,00,000	5,57,000	
Native State lines worked by Native States.	1,869·00	6,98,02,000	9,420,400	1,440,000	98,75,000	49,67,000	49,08,000	
Native State lines worked by the main line.	559·06	3,10,46,000	4,747,800	403,000	25,69,000	13,97,000	11,72,000	
Companies' lines guaranteed by Native States.	391·13	3,19,21,000	2,865,500	448,000	41,16,000	23,75,000	17,41,000	
Lines in Foreign territory worked by British Indian Railway companies.	73·60	2,03,79,000	1,494,400	310,000	10,69,000	6,37,000	4,22,000	
TOTAL FOR 1914-15 ...	14,605·92	1,37,43,50,000	176,779,900	19,404,000	15,95,48,000	8,84,18,000	7,11,30,000	5·18
TOTAL FOR 1913-14 ...	14,442·89	1,32,89,11,000	180,051,300	20,555,000	16,84,76,000	8,75,25,000	8,09,51,000	6·09
Special (2' 6" and 2' 0") gauges.								
State lines worked by the State ...	283·33	3,40,96,000	214,200	28,000	21,52,000	14,02,000	7,50,000	
State lines worked by companies	922·66	5,27,33,000	3,277,800	709,000	30,81,000	22,80,000	8,01,000	
Branch line companies' railways under "Rebate" terms—								
(a) Worked by the Branch line company.	106·93	48,89,000	305,900	21,000	1,64,000	1,21,000	43,000	
(b) Worked by the main line...	171·44	68,59,000	580,800	121,000	3,57,000	1,61,000	1,96,000	
Companies' line subsidized by the Government of India.	310·52	1,54,47,000	2,552,000	439,000	21,88,000	10,10,000	11,78,000	
Companies' lines subsidized by Local Governments.	51·00	43,02,000	235,700	55,000	11,36,000	6,66,000	4,70,000	
Unassisted companies' lines ...	44·88	12,91,000	730,400	57,000	1,65,000	1,15,000	50,000	
Companies' lines subsidized by District Boards.	271·02	1,06,19,000	4,811,300	173,000	16,33,000	10,04,000	6,29,000	
Native State lines worked by Native States.	386·01	1,01,07,000	731,000	163,000	7,61,000	4,64,000	2,97,000	
Native State lines worked by the main line.	304·32	1,06,67,000	2,405400	83,000	9,79,000	5,65,000	4,14,000	
TOTAL FOR 1914-15 ...	2,852·11	15,04,10,000	15,844,500	1,842,000	1,26,16,000	77,28,000	48,28,000	3·21
TOTAL FOR 1913-14 ...	2,572·14	13,76,68,000	14,799,300	1,685,000	1,24,28,000	†74,57,000	†49,71,000	†3·61
TOTAL OF ALL RAILWAYS FOR 1914-15.	35,284·70	5,19,22,13,000	451,085,900	80,972,000	60,42,01,000	32,74,10,000	27,67,91,000	5 33
TOTAL OF ALL RAILWAYS FOR 1913-14.	34,655·82	4,95,08,64,000	457,717,900	82,613,000	63,58,56,000	†32,92,94,000	†30,65,62,000	6·19

* The Birur-Shimoga, Hindupur and Mysore-Nanjangud railways are included with the Mysore State railway under this classification as separate figures for these lines are not available.

† Revised figures.

APPENDIX 9.

Main results of working of all Indian railways treated as one system.

Serial number.	Particulars.	1910.	1911.	1912.	1st quarter of 1913.	1913-14.	1914-15.
1	2	3	4	5	6	7	8
1	Mileage open at close of the year Miles	32,099	32,839	33,484	33,599	34,656	35,285
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) . . . . Rs.	4,39,04,73	4,50,06,80	4,65,15,00	4,70,90,65	4,95,08,64	5,19,22,13
3	Gross earnings (in thousands of rupees) . . . . . „	51,14,22	55,27,78	61,65,07	16,23,62	63,58,56	60,42,01
4	Gross earnings per mile open . . „	15,936	16,833	18,412	4,832	18,350	17,123
5	Gross earnings per mile open per week „	306	324	354	93	353	329
6	Gross earnings per train mile . . „	3·85	3·87	4·04	4·21	4·07	3·84
7	Total working expenses (in thousands of rupees) . . . . . „	27,15,72	28,83,92	30,15,92	8,48,84	*32,92,94	32,74,10
8	Working expenses per mile open . . „	8,462	8,782	9,007	2,526	*9,502	9,279
9	Working expenses per train-mile . „	2·04	2·02	1·98	2·20	2·11	2·08
10	Percentage of working expenses to gross earnings . . . Per cent	53·10	52·17	48·92	52·28	51·79	54·19
11	Net earnings (in thousands of rupees) . Rs.	23,98,50	26,44,00	31,49,15	7,74,78	*30,65,62	27,67,91
12	Net earnings per mile open . . „	7,474	8,051	9,405	2,306	8,846	7,844
13	Net earnings per train-mile . . „	1·81	1·85	2·06	2·01	1·96	1·76
14	Percentage of net earnings on total capital outlay (item 2) . . Per cent	5·46	5·37	6·77	1·67	6·19	5·33
15	Coaching train-miles (in thousands) Train-miles.	48,598	50,833	52,093	13,483	55,972	58,569
16	Goods train-miles (in thousands) . „	47,690	53,219	59,992	15,322	57,933	56,359
17	Mixed train-miles (in thousands) . . „	31,986	33,746	34,940	8,781	34,581	35,514
18	Total, including miscellaneous, train-miles (in thousands) . . . „	132,823	142,944	152,761	38,583	156,276	157,142
19	Unit-mileage of passengers (in thousands) . . . . . Unit-miles	13,432,477	14,372,943	15,318,872	4,038,522	16,614,068	16,022,842
20	Freight ton-mileage of goods (in thousands) . . . . . Ton-miles	12,092,916	13,358,364	15,628,595	4,040,617	15,623,235	15,235,957
21	Average miles a ton of goods was carried . . . . . Miles	184·33	187·44	199·15	188·26	189·11	188·04
22	Average rate charged for carrying a ton of goods one mile . . . Pies	4·83	4·73	4·66	4·73	4·64	4·43
	Average miles a passenger was carried.						
23	1st class . . . . . Miles	99·72	111·60	106·54	114·26	112·46	123·88
24	2nd class . . . . . „	75·07	76·33	74·77	72·26	74·58	80·04
25	Intermediate class . . . . . „	52·41	57·27	51·90	51·25	51·13	49·72
26	3rd class . . . . . „	37·12	37·72	37·81	38·09	37·40	36·59
27	Season and Vendors' tickets . . „	8·79	8·78	8·64	8·42	8·71	8·50
28	Total . . . . . „	36·15	36·87	36·72	36·84	36·30	35·52
	Average rate charged per passenger per mile.						
29	1st class. . . . . Pies	14·55	14·29	14·25	14·59	14·48	12·79
30	2nd class . . . . . „	6·67	6·73	6·64	6·73	6·60	6·23
31	Intermediate class . . . . . „	3·15	3·10	3·12	3·15	3·14	3·16
32	3rd class . . . . . „	2·28	2·30	2·30	2·32	2·29	2·29
33	Season and Vendors' tickets . . „	1·42	1·43	1·45	1·47	1·42	1·42
34	Total . . . . . „	2·45	2·47	2·45	2·49	2·45	2·44

* Revised figures.

APPENDIX 10.

Railways and tramways projected up to the 31st March 1915.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
ASSAM.							
Assam-Burma connection railway.	...	(See under Burma) ...	...	...	...	...	
Cachar District tramways ...	A. B. ...	(i) Katakhal to Lala Bazar*	Surveyed in 1912.	2′ 0″ 3′ 3¾″	23	7·41† 8·60†	
		(ii) Silchar to Dusrbund with branches to Sonaimukh and Dhalai.	Not ...	2′ 6″	30	14·75	Detailed survey of (ii) sanctioned.
		(iii) Silchar to Tikalpur ...			14		
Chaparmukh-Silghat railway	A. B. ...	Chaparmukh to Silghat *vid* Nowgong.	Surveyed in 1914.	2′ 6″ 3′ 3¾″	53	22·67 29·01	Concession for construction granted since close of the year.
Gauhati-Borpani railway ...	E. B. ...	Gauhati to Borpani ...	Surveyed in 1913-14.	2′ 0″	70	...	
Sylhet District tramways ...	A. B. ...	(i) Juri to Solgai, *vid* Silua and Pathini.	Surveyed	2′ 0″	22	6·41	(*a*)
		(ii) Branch of (i) from Baitakhal Station to Dulamcherra.	Not ...	2′ 0″	10	4·82	Reconnoitred in 1911.
		(iii) Karimganj to Chandikhira, with a branch from Patharkandi Bazar to Magura Cherra.	Not ...	2′ 6″	43	12·00	Arrangements being made for a survey of the line.
		(iv) Karimganj to Longai valley with a branch into Changola Valley.	Not ...	...	44	...	New project. Alternative to (*i*), (ii) and (iii). Survey sanctioned.
		(v) Srimangal to Maulvi Bazar	Surveyed in 1912.	2′ 0″ 3′ 3¾″	13	6·01 6·42	
		and Maulvi Bazar to Mannumukh.		2′ 0″	9	3·08	
		(vi) Shaistaganj to Habiganj	Surveyed in 1912.	2′ 0″ 3′ 3¾″	8	3·42† 3·55†	
		and Shaistaganj to Begamkhan		2′ 0″ 3′ 3¾″	7	2·24† 2·90†	
		Habiganj to Madna ...	Not ...	2′ 0″ 3′ 3¾″	12	6·95† 8·26†	Reconnoitred in 1911-12.
		and Habiganj to Ajmiriganj ...		2′ 0″ 3′ 3¾″	19	11·28† 13·42†	
Sylhet-Tharriah Ghat railway.	A. B. ...	Sylhet to Tharriah Ghat ...	Not ...	3′ 3¾″	22	...	Survey sanctioned.
Tangla-Baliapara railway ...	E. B. ...	Tangla to Baliapara ...	Surveyed in 1905-06	3′ 3¾″	...	...	(*a*) Resurvey sanctioned.
BALUCHISTAN.				5′ 6″	52	64·32	Fully equipped line. (*a*)
				5′ 6″	47	28·95	Light line. Projected to develop mining industry and open up Zhob Valley.
Khanai-Hindu Bagh railway	N. W. ...	Khanai to Hindu Bagh ...	Surveyed in 1908.	2′ 6″	52	49·04	Fully equipped line.
				2′ 6″	47	25·94	Light line.
BENGAL.				2′ 0″	47	25·36	Light line.
Barisal connection railway	E. B. ...	See "Khoolna-Barisal-Madaripur Railway."	...	...	...	...	
Bhairab Bazar-Netrakona-Mymensingh railway.	A. B. & E. B. ...	(i) Bhairab Bazar to Gouripur.			60	42·71	(*a*)
		with branches to (*a*) Bajitpur			3	2·76	Consideration of (*a*) and (*b*) deferred. Concession granted for (i) (ii) and (iii).
		and (*b*) Kathiadi	Surveyed in 1913.	3′ 3¾″	7 27	3·48 39·74	
		(ii) Mymensingh to Netrakona *vid* Gouripur and Shamganj.			21	20·35	
		(iii) Shamganj to Bagmara and extension.					
		(iv) Bagmara to Siju ...	Not ...	3′ 3¾″	21	...	(iv) Under Survey.
Birnagar-Santipur railway	E. B. ...	Birnagar to Santipur ...	Not ...	5′ 6″	10	...	Survey sanctioned as far as the eastern bank of the Hooghly if necessary.
Bongong-Satkhira railway...	E. B. ...	Bongong to Satkhira ... or	Surveyed in 1914	5′ 6″	27	19·18	(*a*) Bongong-Satkhira alignment preferred.
		Nabharan to Satkhira ...	Surveyed in 1914.	5′ 6″	26	18·41	

*Also known as. Hailakandi Light railway. † Without land and rolling-stock.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BENGAL—*contd.*							
Burdwan-Howrah chord railway.	E. I. ...	(i) Saktighar to Kamarkundu.	Surveyed in 1913.	5′ 6″	30	65·62	Construction sanctioned in 1914.
		(ii) Kamarkundu to Bally			15	25·74	Construction sanctioned since close of the year.
Chandrakona Road-Ghatal railway.	B. N. ...	Chandrakona Road to Ghatal.	Not ...	2′ 6″	...	...	(*a*)
Contai Road-Contai railway	B. N. ...	Contai Road to Contai ...	Surveyed in 1913, for 2′ 6″ gauge.	2′ 6″	35	12·73†	(*a*) Survey on 5′ 6″ gauge sanctioned.
				5′ 6″	...	...	
Dacca District railways ...	E. B. ...	Munshiganj to Lohajdn *vid* Toltollak with a branch to Srinagar.	Not ...	...	...	...	(*a*) New project. Reconnaissance sanctioned.
Goalundo-Narayanganj extension railway.	E. B. ...	Lakhee Khal Hat (opposite Faridpur) to Munshiganj.	Surveyed in 1898.	3′ 3¾″	40	58·47	
Hajiganj-Shatnal branch railway.	A. B. ...	Hajiganj to Shatnal ...	Surveyed in 1899.	3′ 3¾″	24	32·81	
Hooghly Bridge connection railway.	E. I. and E. B.	(i) Bridge over the river Hooghly at Bally and approaches (double track).	Surveyed in 1913-14.	5′ 6″	8	112·62	
		(ii) Eastern Bengal railway low level northern connection with Hooghly Bridge (single track).		5′ 6″	2	6·86	
Jessore-Jhenida railway extensions.	J. J. ...	(i) Jhenida to Kaliganga	Not ...	2′ 6″	26	19·29	(*a*) (i) (ii) and (iii) reconnoitred in 1914.
		(ii) Jhenida to Madhumati *vid* Magure.		2′ 6″	34	23·02	
		(iii) Jessore to Bagmara *vid* Narail.		2′ 6″	60	65·85	
		(iv) Faridpur to Madaripur *vid* Bhanga and Bagmara.	Surveyed in 1914.	5′ 6″	41	67·77	(*a*)
Kalighat-Falta railway ...	E. B. ...	Kalighat (Majerhat) to Fatehpur with a branch to Falta	Surveyed in 1914.	2′ 6″	26	16·52	(*a*) Construction sanctioned since close of the year.
Kandi branch railway ...	E. I. ...	Kulgram to Kandi or Labhpur to Kandi or Panchandi to Kandi.	Not ...	2′ 6″	...	...	(*a*) New project. Alternative to Sainthia-Khagraghat railway.
Khoolna-Bagirhat railway ...	E. B. ...	Khoolna to Bagirhat ...	Surveyed in 1911.	2′ 6″	21	7·94	(*a*)
Khoolna-Barisal-Madaripur railway.	E. B. ...	Khoolna to Barisal and to Madaripur.	Surveyed in 1914.	5′ 6″	96	281·76	(*a*)
Krishnagar-Jalangi railway	E. B. ...	Krishnagar to Jalangi ...	Surveyed in 1905, for 2′ 6″ gauge.	2′ 6″	56	16·29*	(*a*) Survey on 5′ 6″ gauge sanctioned.
				5′ 6″	...	...	
Kurigram-Ulipur-Chilmari railway.	E. B. ...	Kurigram to Ulipur and Ulipur to Chilmari ...	Surveyed in 1912-13.	3′ 3¾″	21	11·76	(*a*)
Mymensingh District railway.	E. B. ...	(See "Remarks") ...	...	...	...	...	A reconnaissance of the area between Jagannathganj-Mymensingh-Dacca railway and the Brahmaputra sanctioned.
Mymensingh-Tangail railway	E. B. ...	Mymensingh to Tangail *vid* Nandanpur with extension to Elashin.	Surveyed in 1913-14.	3′ 3¾″	57	56·48	(*a*) 3 other alignments (1) *vid* Gangeeo, (2) *vid* Kalihat and (3) *vid* Bela have been reconnoitred. Further investigations being made.
					10	9·89	
Nabharn-Satkhira railway	...	(See under "Bongong-Satkhira railway.")	...	...	...	...	
Nachoul-Rampur Boalia-Gopalpur railway.	E. B. ...	Mile 85·8 of the Katihar-Godagari extension, near Nachoul to Gopalpur, or alternative to Abdalpur	Surveyed in 1913.	5′ 6″	57	88·98	Alternative to Nattore-Godagari railway. Cost includes conversion to 5′ 6″ gauge of Nachoul-Godagiri metre gauge section.
			Surveyed in 1914.	5′ 6″	51	77·31	
Nattore-Rampur Boalia-Godagari railway.	E. B. ...	Nattore to Godagari, *vid* Rampur Boalia.	Surveyed in 1910-1911.	5′ 6″	41	53·27	

* With second-hand materials and rolling-stock. With new materials and rolling-stock cost is 18·14 lakhs.
(*a*) Proposals for construction under Branch Line terms have been received from private promoters.
† Estimate includes flotation charges and interest during construction.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BENGAL—*concld.*							
Nuxulbari-Mirik railway ...	D. H. E. ...	Nuxulbari to Mirik *vid* Balasun valley.	Not ...	2′ 0″	24	...	(*a*) Survey sanctioned.
Pabna District feeder railway.	E. B. ...	(See "Remarks") ...	Not ...	5′ 6″	45	...	New project. Reconnaissance between Isbardi and Sadhuganj in Pabna District sanctioned.
Patgram-Mathabhanga railway.	B. D. ...	Patgram to Mathabhanga...	Not ...	3′ 3½″	12½	...	Survey sanctioned.
Patgram-Mekliganj railway	B. D. ...	Patgram to Mekliganj ...			7½	...	
Phulbari-Sumjhia branch railway.	E. B. ...	Phulbari to Sumjhia ...	Surveyed in 1895-1896.	3′ 3½″	13	4·42	
Purnea and Dinajpur Districts railways.	...	(See under "Bihar and Orissa.")	...	...	...	...	
Sainthia-Khagraghat railway.	E. I. ...	Sainthia to Khagraghat ...	Not ...	2′ 6″	...	...	(*a*)
Sainthia-Naya-Dumka railway	E. I. ...	Sainthia to Naya Dumka ...	Not ...	2′ 6″	41	...	(*a*) New project. Survey sanctioned.
Santahar-Malda railway ...	E. B. ...	Santahar to Malda ...	Surveyed in 1910-12.	3′ 3½″	54	38·35	(*a*)
Shamsi-Bonarpara railway...	E. B. ...	Shamsi to Bonarpara ...	Not ...	3′ 3½″	92	...	(*a*) New project. Reconnaissance sanctioned. Alternative projects.
Sirajganj-Bogra railway ...	E. B. ...	Sirajganj to Bogra ...	Not ...	5′ 6″	36	...	(*a*) New project.
Vishnupur-Santragachi railway.	B. N. ...	Vishnupur to Santragachi	Surveyed in 1913-14.	5′ 6″	78	174·73	Project estimates awaited.
BIHAR AND ORISSA.							
Bansi-Baidyanath railway ...	E. I. ...	Bansi to Baidyanath ...	Surveyed in 1899.	5′ 6″	44	32·35	
Bochupur-Ramgarh Bokharo Coalfield railway.	O. & R. ...	Bochupur (Moghal Sarai) to Loiyo.	Surveyed in 1910.	5′ 6″	269	361·64	
Bhadrak-Chaudballi railway	B. N. ...	Bhadrak to Chaudballi ...	Not ...	5′ 6″	30	...	Survey sanctioned.
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ... or Bhagalpur to Ahmadpur ...	Surveyed in 1895-1896.	5′ 6″	...	...	Bhagalpur to Bansi opened on 1st October 1911.
Bhojudih-Daltonganj railway	B. N. ...	Bhojudih to Daltonganj ...	Surveyed in 1889-1890 and 1897-1898.	5′ 6″	171	168·00	
Bokharo and Ramgarh Coalfields railway.	B. N. ...	Mohuda to a point on the left bank of the Chootya Nala.	Surveyed in 1908-1909.	5′ 6″	42	50·02	Section from Mohuda to Berma (flag station) 22 miles opened since close of the year.
Chakardharpur-Jaintgarh railway.	B. N. ...	Chakardharpur to Jaintgarh *vid* Chaibasa.	Not ...	2′ 6″	...	...	(*a*)
Futwah-Islampur railway ...	E. I. ...	Futwah to Islampur ...	Surveyed in 1914.	2′ 6″	27	11·58	Concession for construction granted.
Gorakhpur and Champaran District railways.	...	(See under United Provinces)	...	...	...	...	
Gya-Sherghatty railway ...	E. I. ...	Gya to Sherghatty ...	Surveyed in 1912.	5′ 6″	22	12·80	(*a*)
Hazaribagh Road-Hazaribagh railway.	E. I. ...	Hazaribagh Road to Hazaribagh.	Surveyed in 1914.	2′ 6″	41	14·58	(*a*)
Isri-Parasnath railway ...	E. I. ...	Isri to Madhuban ...	Not ...	2′ 6″	12	3·77	(*a*) Reconnoitred
Lohardaga Extension railway.	B. N. ...	Lohardaga to Jaikari with a branch to Lafa Coalfields.	Not ...	2′ 6″	465	...	New project. Survey sanctioned.
Lohardaga-Palkote extension railway.	B. N. ...	Lohardaga to Palkote ...	Not ...	2′ 6″	45	...	Being surveyed.
Mayurbhanj Light railway extension.	B. N. ...	Baripada to Talband ...	Surveyed in 1913.	2′ 6″	39	15·03	Concession granted since close of year.
Monghyr-Jamui railway ...	E. I. ...	Monghyr to Jamui ...	Not ...	5′ 6″	46	...	New project. Reconnaissance sanctioned.

(*a*) Proposal for construction under Branch Line terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BIHAR & ORISSA— *concld.*							
Muzaffarpur-Darbhanga chord railway.	B. & N. W.	Muzaffarpur to Darbhanga	Surveyed in 1906-1907.	3′ 3¾″	38	32·70	
Purnea and Dinajpur Districts railways.	E. B. ...	(*i*) Kasba to Kissengunge with branch from Kutti to Sikti.	Not ...	3′ 3¾″	33	31·69	Reconnaissance made in 1914.
					44	30·97	
		(*ii*) Arariya to Thakurgunge with branch from Joki to Sikti.			49	39·05	
					22	14·00	
		(*iii*) Arariya to Sikti and Garbandanga.			44	35·89	
	D. H. ...	(*iv*) Thakurgunge to Sikti		...	44	...	New project. Survey Sanctioned. In substitution of Kutti Sikti and (*ii*) and (*iii*).
	E. B. ...	(*v*) Rayganj to Titalia and to Siliguri.		3′ 3¾″	79	44·06	Reconnoitred in 1914.
Sainthia-Naya Dumka railway.	...	(See under Bengal) ...	...	...	...	...	
Sambalpur-Khurda railway	B. N. ...	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5′ 6″	190	237·00	
Sointilla-Sonpur branch railway.	B. N. ...	Sointilla to Sonpur ...	Surveyed in 1897-1898.	5′ 6″	43	30·62	To connect Raipur-Vizianagram with Sambalpur-Khurda.
Tewaraha-Sitamarhi branch railway.	B. & N. W.	Tewaraha to Sitamarhi ...	Surveyed in 1906-1907.	3′ 3¾″	30	16·53	Tewaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway.
Tilothoo-Sassaram railway	E. I. ...	Tilothoo to Sassaram ...	Not ...	2′ 6″	12	...	(*a*) New project. Will be a branch of the Dehri Rohtas Light Railway.
Vyas Sarovar-Jajpur railway	B. N. ...	Vyas Sarovar to Jajpur ...	Not ...	2′ 6″	17	...	
BOMBAY.							
Aden tramway	...	Tawahi to Shaik Othman with Maala to Crater branch	Surveyed in 1910-1911.	2′ 6″	10	...	Question of adopting 3′ 3¾″ or 4′ gauge under consideration.
					2	...	
Andheri Tramway ...	B. B. & C. I.	Andheri to Vesava ...	Surveyed	3′ 3¾″	3	1·11	(*a*)
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund ...	Surveyed in 1900.	3′ 3¾″	31	24·42	
Baramati-Baura railway ...	...	See under "Dhond-Baramati extensions."	...	...	...	...	
Bassein Road—Virar railway	B. B. & C. I.	Bassein Road to Virar, *vid* Bassein and Bolinji with branches to Bassein Bundar and Agashi.	Not ...	2′ 6″	16	...	(*a*) New project.
Belapur (or Lakh)-Sangamner branch railway.	G. I. P.	Lakh to Sangamner ...	Surveyed in 1900.	5′ 6″	32	...	Alternative alignment, *vid* Babhishwar, 4 miles shorter.
Belgaum-Hubli railway ...	M. & S. M.	Belgaum to Hubli, *vid* Saundatti and Alagwadi or *vid* Saundatti and Nargund.	Surveyed in 1913-14.	3′ 3¾″	67	50·12	(*a*)
					91	53·81	
Bombay-Sind Connection railway.	B. B. & C. I. & N. W.	Viramgam to Badin, *vid* Radhanpur, Suigam and Nagarparker.	Surveyed in 1907-1909.	5′ 6″	270	318·19	The project as a whole is in abeyance but construction of Viramgam-Radhanpur section (length 60 miles) is under consideration.
Bulsar-Vahial railway ...	B. B. & C. I.	Bulsar to Vahial *vid* Dharmpur.	Surveyed in 1912-14.	2′ 6″	24	9·50	(*a*)
Chinchli-Bagalkot railway ...	M. & S. M.	Chinchli to Bagalkot, *vid* Jamkhandi.	Surveyed in 1911-12.	3′ 3¾″	75	49·73*	52 miles will be in Native States.
Choranda-Koral railway ...	G. D. ...	Choranda to Koral ...	Not ...	2′ 6″	12	...	Proposed by the Baroda Durbar and generally approved by the Government of India.
Chota Udaipur-Kuksi railway	B. B. & C. I.	Chota Udaipur to Kuksi ...	Not ...	2′ 6″	57	22·23	Reconnoitred in 1906 as part of Bodeli-Barocha railway.
Dabhoi-Timba railway ...	G. D. ...	Dabhoi to Timba, *vid* Waghodia Jarod, Samlaya and Savli with a branch to Baroda from Waghodia.	Surveyed	2′ 6″	63	23·85	Proposed by Baroda Durbar. The Dabhoi-Jarod—Samlaya-Savli-Timba section is under construction.

* Includes cost of Junction arrangements.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

Name of project. Projects are arranged under Provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*contd.*							
Dabhora-Ambaji Mata railway.	B. B. & C. I.	From Varetha to Ambaji...	Surveyed in 1910-12	2′ 6″	32	19·09	Construction of the first 18 miles to Samia by a private Company sanctioned in 1911.
Deesa-Tharad railway ...	B. B. & C. I.	Deesa to Tharad *with* branches.	Surveyed in 1900.	3′ 3½″	85	22·72	(*a*)Extension of Palanpur-Deesa. Deesa-Diodar Section (38 miles) cost 7·98 lakhs and Diodar-Tharad Section (38 miles) cost 9·44 lakhs.
		(*i*) Diodar to Radhanpur ...					
		(*ii*) Abasana to Suigam ...					
Dewasna-Bechraji railway	...	Dewasna to Bechraji ...	Not ...	3′ 3½″	19	...	New project. Proposed by Baroda Durbar.
Dholka-Ranpur railway ...	B. B. & C. I. & B. N. G.	(*i*) Dholka to Dhandhuka	Surveyed in 1906-07	3′ 3½″	44	23·10	Resurveyed in 1914. Estimates received since close of the year.
		(*ii*) Dhandhuka to Ranpur			16	4·63	
Dhond-Baramati Extensions railway.	G. I. P. ...	(*i*) Baramati to Baura ...	Not ...	2′ 6″	32	...	(*a*) (*i*) Survey sanctioned.
		(*ii*) Baramati to Kambleshwar, *vid* Malegaon Budruk.			12	...	(*ii*) Deferred.
Dhulia-Amalner branch railway.	G. I. P. ...	Dhulia to Amalner ...	Surveyed in 1892-1893.	5′ 6″	20	20·00	
Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi, *with* branches to Gold mines.	Surveyed in 1905-1906.	3′ 3½″	33	...	
Harij-Khakhal railway ...	G. Mehsana	Harij to Khakhal ...	Not ...	3′ 3½″	...	...	New project. Proposed by Baroda Durbar, in abeyance for the present.
Harij-Radhanpur railway ...	G. Mehsana	Harij to Sami ...	Not ...	3′ 3½″	...	...	New project. Proposed by Baroda Durbar.
		and Sami to Radhanpur ...		5′ 6″	...	...	
Indore-Dohad railway ...	...	See under Central India ...	...	...	...	...	
Jacobabad-Larkhana railway	N. W. ...	Jacobabad to Larkhana, *vid* Shahdadkot and Kambar.	Surveyed in 1914.	2′ 6″	75	25·11	(*a*)
Jamnagar-Dwarka extension railway.	J. N. ...	Jamnagar to Dwarka, *vid* Khambalia, with Khambalia-Salaya branch.	Surveyed in 1911.	3′ 3½″	80	...	Proposed by Navanagar Durbar. The line lies partly in Navanagar State and partly in Baroda.
					10	...	The portion in Navanagar State is 75 miles in length and is estimated to cost 40·88 lakhs. The portion in Baroda has been sanctioned for construction.
Jeur (or Poplaj)-Kharda railway.	G. I. P. ...	Jeur (or Poplaj) to Kharda	Not ...	2′ 6″	40	...	(*a*)
Jhar-Velan railway ...	K. C. L.	Jhar to Velan, *vid* Khamba	Not ...	3′ 3½″	...	...	Commencement of earthwork on Jhar-Khamba section as a measure of famine relief sanctioned in 1912.
Junagad railways ...	J. N. D....	(*i*) Veraval *vid* Talala and Sasan to Visvadar.	Not	3′ 3½″			Proposed by Junagad Durbar.
		(*ii*) Veraval to Talala ...	Surveyed.		15	6·16	
		(*iii*) Talala to Una ...			43	202 7	
		(*iv*) Una to Timbi and Bherai.	Not ...				
		(*v*) Una to Nava Bandar					
Kalyan-Belapur-Panvel-Karjat Light railway.	G. I. P. ...	(*i*) Kalyan to Karjat, *vid* Taloja and Chowk	Surveyed in 1907-1908.	2′ 6″	40	15·23	(*a*)
		with		2′ 6″		16·17	
		Taloja-Sarsola branch, *vid* Belapur.		2′ 0″	9	2·57	
				2′ 6″		2·79	
		Chowk to Nagothna extension	Not ...	2′ 0″ or 2′ 6″	37	12·33	Reconnoitred in 1907-08.
		or					
		(*ii*) Mumbra or Diva to Panvel with a branch from Taloja to Belapur.	Not ...	2′ 6″	21	.	(*a*) Preferred to (*i*).

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*contd.*							
Kapadvanj-Modassa railway	N. K. ...	Kapadvanj to Modassa *vid* Baad	Surveyed in 1912-1913.	2′ 6″	40	14·74	(*a*) Concession granted.
Khadro-Pritamabad Extension.	M. K. K.	Khadro to Pritamabad ...	Not ...	3′ 3⅜″	3	...	(*a*) Survey sanctioned.
Koregaon-Satara railway ...	M. & S. M.	Koregaon to Satara ...	Surveyed in 1911.	3′ 3⅜″	18	4·44	(*a*)
Kundla-Bhavnagar railway...	B. N. G. ...	(*i*) Savar Kundla to Mahuva *vid* Khuntavada.	Surveyed in 1912-13.	3′ 3⅜″	39	14·94	Proposed by Bhavnagar State. Commencement of earthwork on Kundla-Mahuva section sanctioned as a measure of famine relief in 1911.
		(*ii*) Branch from Khuntavada to Port Albert Victor.			17	6·90	
		(*iii*) Mahuva to Bhavnagar	Not ...	3′ 3⅜″	...	...	
Kurla-Trombay railway ...	G. I. P. ...	Kurla to Trombay ...	Surveyed in 1907-1908.	5′ 6″	5	6·07	Project deferred for the present.
Lower Sind branches ...	N. W. ...	(*i*) Badin to Jungshahi ...	Surveyed in 1902.	5′ 6″	70	37·42	
		(*ii*) Tando Muhammad Khan to Mirpur Buttora.			33	17·19	
Lunavada-Sunth Rampur railway.	G. I. ...	Lunavada to Sunth Rampur.	Surveyed in 1913.	2′ 6″	22	8·87	(*a*) Concession granted.
Manmad-Malegaon railway	G. I. P. ...	Manmad to Malegaon ...	Not ...	2′ 6″	21	13·20	(*a*)
Nadiad-Kaira railway ...	B. B. & C. I.	Nadiad to Kaira, *vid* Piej, Vasu and Matar.	Not ...	2′ 6″	18	...	(*a*) Survey sanctioned. Portion from Vasu to Piej constructed.
Nevasa-Nasik railway ...	G. I. P. ...	Nevasa-Nasik with a branch to Sangamner.	Not ...	2′ 6″	117	...	(*a*)
Nipani branch railway ...	M. & S. M.	(*i*) Chinchli route ...	Surveyed in 1912-13.	3′ 3⅜″	35	22·96	(*a*) Raibag (direct) route under further investigation.
		(*ii*) Raibag route ...			32	22·09	
		(*iii*) Shirol Road route ...	Not ...	3′ 3⅜″	35	25·70	
		(*iv*) Raibag (direct) route...			30	19·52	
Pandharpur-Lonand railway	B. I. ... M. & S. M.	Pandharpur to Lonand ...	Not ...	2′ 6″	86	...	Concession to Barsi Light railway granted. Survey sanctioned.
Pandharpur-Miraj extension railway.	B. I. ...	Pandharpur town to Miraj	Surveyed in 1908.	2′ 6″	83	...	Concession to Barsi Light railway granted. Resurvey sanctioned.
Parola-Sukheda railway ...	G. I. P. ...	Parola to Sukheda *vid* Amalner.	Not ...	5′ 6″	...	...	(*a*) New project.
Pimpri-Jamkhed railway ...	G. I. P. ...	Pimpri to Jamkhed and on to Kharda.	Not ...	2′ 6″	60	...	(*a*) Alternative to Jeur (Poplaj) Kharda railway.
Secunderabad-Gadag railway	...	See under "Hyderabad" ...	...	...	...	...	
Shivrajpur-Pani railway ...	C. S. ...	Shivrajpur to Pani ...	Surveyed in 1912.	2′ 6″	14	4·64	(*a*) Will afford railway communication to manganese mines at Pani. Concession granted.
Songhad-Vajpur railway ...	T. V. ...	Songhad to Vajpur ...	Not ...	2′ 6″	...	...	Proposed by Baroda Durbar.
Talegaon-Manchar railway	G. I. P. ...	(*i*) Talegaon to Khed ...	Surveyed in 1912, resurveyed in 1913.	2′ 6″	22	17·58	(*a*)
		(*ii*) Khed to Manchar ...	Not ...	...	8	...	

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*concld.*							
Thasra-Virpur railway ...	B. B. & C. I.	Thasra to Virpur *vid* Balasinor.	Surveyed in 1913-14.	2′ 6″	34	12·99	(*a*)
Vambori-Sheogaon railway	G. I. P. ...	Vambori to Sheogaon ...	Surveyed in 1914.	2′ 6″	43	19·81	(*a*)
Vasad-Katana railway ...	B. B. & C. I.	Vasad to Katana *vid* Borsad	Not ...	5′ 6″	...	...	Proposed by the Government of Bombay.
Veraval-Sasan tramway ...	J. U. ...	Veraval to Sasan ...	Not ...	3′ 3½″	26	...	Proposed by Junagad Durbar.
Vijapur-Chhara railway ...	B. B. & C. I.	Vijapur to Chhara ...	Not ...	3′ 3½″	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway.
BURMA.							
Alon-Saingbyin railway ...	B. ...	Alon to Saingbyin *vid* Budalin.	Surveyed in 1911.	3′ 3½″	28	11·68	
Assam-Burma connection railway.	A. B. & B. ...	(i) Chittagong-Akyab-Minhla. (Aeng Pass route.)	Surveyed in 1894-1895.	3′ 3½″	450	700·00	A fresh preliminary survey sanctioned.
		(ii) Lumding-Manipur-Tamnu-Ywo-Kyathin (Manipur route.)			385	650·00	
		(iii) Makum to Mogaung ... (Hukong valley route.)			284	383·00	
		(iv) Chittagong-Taungup-Prome.	Surveyed in 1908-1909.		490	841·94	
Bhamo-Momein (Tongyueh) railway.	B. ...	Bhamo to Momein ...	Not ...	2′ 6″	122	127·52	Reconnoitred in 1905-06.
Kyangin-Petye railway ...	B. ...	Kyargin to Petye ...	Surveyed in 1908.	3′ 3½″	8	4·79	
Lower Burma railways ...	B. ...	(i) Ye to Tavoy ...	Not ...	3′ 3½″	33	21·87	Reconnoitred in 1912.
		(ii) Tavoy to Amya, *vid* Myitta.			137	112·37	
		(iii) Moulmein to Three Pagodas.			108	59·02	
					54	38·51	
		(1) Moulmein to Amherst	Not ...	2′ 6″	56	21·98	Reconnoitred in 1913.
		(2) Moulmein to Chaungwabyin.			235	93·91	
		(3) Chaungwabyin to Mergui			161	64·46	
		(4) Mergui to Karathuri ...			139	111·81	
		(5) Karathuri to Victoria point.			89	47·54	
Madouk-Nyaunglebin-Pado railway.	B. ...	Madouk to Nyaunglebin ... and Nyaunglebin to Pado ...	Surveyed in 1908 1910.	3′ 3½″	10	5·40	
					13	6·27	
Moulmein-Myawaddy railway	B. ...	Battery point, north of Moulmein, to Myawaddy.	Surveyed in 1907.	3′ 3½″	78	100·19	
Moulmein-Ye Railway ...	B. ...	Battery point, north of Moulmein, to Ye.	Surveyed in 1906.	3′ 3½″	94	83·32	
Pegu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3′ 3½″	67	53·30	
Pyinmana-Magwe railway...	B. ...	Pyiwin to Taungdwingyi... and Taungdwingyi to Myingin (near Magwe).	Surveyed in 1907-1908.	3′ 3½″	69	49·74	Proposed in 1905 in case of necessity as a famine relief work. The Pyinmana-Minbyin section, 29 miles long, re-surveyed in 1911, as a light line and estimated to cost Rs. 13·73 lakhs.
					51	40·95	
Shwebo-Thabeitkyin railway	B. ...	Shwebo to Thabeitkyin *vid* Letkobin.	Surveyed in 1909.	3′ 3½″	30	14·43	Projected to tap Kabwo collieries and ruby mine district. Collieries served by first section to Letkobin (23 miles). Cost 9·94 lakhs.
Shwebo-Yeu Light railway	B. ...	Shwebo to Yeu ...	Surveyed in 1907.	3′ 3½″	22	...	Projected to serve country to be irrigated by Shwebo and Yeu canals.
Ta Hapalai-Nam Pai railway	B. ...	Ta Hapalai (on Lashio Branch) to Nam Pai (on Burma Mines Light railway).	Surveyed in 1910.	3′ 3½″	26	17·63	Project abandoned at present.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
CENTRAL INDIA.							
Barwaha-Bodeli Light railway.	B. B. & C. I.	Barwaha to Bodeli ...	Surveyed in 1906.	2′ 6″	163	61·15	Construction of Bodeli-Chhota Udepur section (24 miles) sanctioned, and of Chhota Udepur-Kuksi section under consideration.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Re-surveyed in 1912-13.	5′ 6″	107	276·78	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Govindpur-Maoli railway ...	G. I. P ...	Govindpur to Maoli ...	Not ...	2′ 0″	47	...	(*a*) New project.
Indore-Dohad railway ...	B. B. & C. I	Indore to Dohad or Anas...	Not ...	5′ 6″	120	...	Proposed by Indore Durbar.
Mirzapur-Maihar chord railway.	...	(See under United Provinces.)	...	...	...	...	
Rewah-Sutna railway ...	E. I. ...	Rewah to Sutna ...	Re-surveyed in 1912.	2′ 6″ 5′ 6″	32	10·27 18·60	(*a*) Cost of 2′ 6″ with 5′ 6″ gauge formation 15·66 lakhs.
CENTRAL PROVINCES.							
Amraoti-Sonnair railway ...	G. I. P. ...	Amraoti to Narkher, *vid* Morsi.	Surveyed in 1906-1907.	5′ 6″	70	65·70	The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair.
Belharshah extension railway	...	(See under Hyderabad)	...	...	...	...	
Bilaspur-Mungeli-Mandla railway.	B. N. ...	Bilaspur to Cheraidongri...	Surveyed in 1905-1908.	2′ 6″	153	101·74	
Bir-Bhopal railway ...	...	(See under Central India.)	...	...	...	...	
Borkhedi-Hinganghat railway.	G. I. P. ...	Borkhedi to Hinganghat ...	Surveyed in 1906-1907.	5′ 6″	26	20·91	Chord between the North-East line and the Wardha coal branch.
Dhamtari-Bastar-Salur railway.	B. N. ...	Dhamtari to Salur, *vid* Bastar, comprising—					Reconnaissance survey made in 1912. Detailed survey for a line from Drug *vid* Bastar and Jeypur to Salur sanctioned.
		(1) Dhamtari to Jagdalpur by (*a*) Western route ...	Not ...	2′ 6″	182	51·28	
		by (*b*) Central route ...			152	49·04	
		by (*c*) Eastern route *vid* Kondagaon.			145	45·35	
		by (*d*) Eastern route direct			137	43·30	
		(2) Jagdalpur to Jeypur ...			52	13·31	
		(3) Jeypur to Salur ...			117	73·41	
Khamgaon-Jalna railway ...	G. I. P. ...	Khamgaon to Jalna ...	Surveyed in 1912.	2′ 6″	93	32·65	(*a*)
Khandwa-Akola-Hingoli railway.	B. B. & C. I.	Khandwa to Hingoli, *vid* Akola and Basim, comprising—					Line forms part of North and South 3′ 3½″ gauge connection. Construction by State proposed.
		(1) British Section, Khandwa to Painganga.	Re-surveyed in 1911-13.	3′ 3½″	168	148 01	
		(2) Hyderabad Section, Hingoli to Painganga.			17	12·29	
Lafa Coal Fields railway ...	B. N. ...	Bilaspur to Lafa Coal Fields	Not ...	5′ 6″	20	...	Survey sanctioned.
Mustajapur-Ellichpur railway extension.	M. E. ...	Ellichpur to Chandur Bazar	Not ...	2′ 6″	18	...	New project, survey sanctioned.
Murtajapur-Yeotmal railway extensions.	M. Y. ...	(1) Yeotmal to Wun ...			66		
		(2) Darwa to Pusad ...	Not ...	2′ 6″	32	...	(*a*) Survey sanctioned.
		(3) Takli to Edlabad ...			30		
Rajahmundry-Sironcha railway.	M. & S. M.	Rajahmundry to Sironcha direct,	Surveyed in 1909-1910.	5′ 6″	209	367·96	
		or *Vid* Gokavaram ...			215	367·84	
Sambalpur-Khurda railway	...	(See under Bihar and Orissa.)	...	...	...	...	

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	9
					Miles.	Lakhs of rupees.	
HYDERABAD.							
Balharshah extension railway	G. I. P. & N. G. S.	Balharshah to Kazipet, *vid* Sirpur, Tandur, and Pedapali.	Re-surveyed in 1910.	5′ 6″	149	151·97*	These projects supersede the earlier Eastern and Western routes between Bellarpur and Warangal.
		Bellarpur to Sironcha ...	Surveyed in 1904-1905	2′ 6″	107	42·26	
Khamgaon-Jalna railway ...	...	(See under Central Provinces.)	...	...	...	...	
Khandwa-Akola-Hingoli railway.	...	(See under Central Provinces.)	...	...	...	...	
Takli-Edlabad railway ...	...	(See under Central Provinces.)	...	...	...	...	
Secunderabad-Gadag railway	N. G. S.	Secunderabad to Gadag *vid* Raichur.	Surveyed in 1913.	3′ 3⅜″	292	217·62	Secunderabad-Gadwal section of the line, length 117 miles, sanctioned for construction.
KASHMIR.							
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab.) ...	...	...	...	...	
MADRAS.							
Ammayanayakkanur-Uttamapalaiyam railway.	S. I. ...	Ammayanayakkanur to Uttamapalaiyam.	Surveyed in 1906.	3′ 3⅜″	61	...	
Attur-Chinna Selam-Tirumandora railway.	S. I. ...	Attur to Chinna Selam ... or to Tirumandora ...	Not ...	3′ 3⅜″	20 30	...	Survey sanctioned.
Bangalore-Hosur railway ...	...	(See under Mysore.) ...	...	...	...	...	
Berhampur-Russelkonda railway.	B. N. ...	Berhampur to Russelkonda	Surveyed in 1899	2′ 6″	49	14·91	Will be merged into Gopalpur Russelkonda railway.
Bezwada-Jaggiapett railway	M. & S. M.	Bezwada to Jaggiapett ...	Not ...	5′ 6″	54	43·50	
Cuddalore-Vriddhachalam railway.	S. I. ...	Cuddalore to Vriddhachalam	Surveyed in 1905.	3′ 3⅜″	34	...	
Dhamtari-Bastar-Salur railway.	...	(See under Central Provinces.)	...	...	...	...	
Dhanushkodi-Talaimanaar railway.	S. I. ...	Dhanushkodi to Talaimanaar	Not ...	3′ 3⅜″	22	110·91	Preliminary survey made in 1913. Will connect India with Ceylon.
Dindigul-Palghat railway ...	S. I. ...	Dindigul to Palghat, *vid* Palni, Pollachi and Kollengode.	Surveyed in 1903-1904 and 1905-1906.	3′ 3⅜″	111	78·99	(a) Resurvey of Pollachi-Palghat section sanctioned.
Godavari District Light railway.	M. & S. M.	Cocanada town to Kotipalle with a branch from Jagannathagiri to Yedide.	Not ...	2′ 6″	25 17	19·97	Survey sanctioned since close of the year.
Gopalpur-Russelkonda railway.	B. N. ...	Gopalpur to Russelkonda *vid* Berhampur.	Not	2′ 6″ 5′ 6″	66	...	New project proposed by District Board of Ganjam. Comprises "Berhampur-Russelkonda railway". Survey sanctioned.
Gudivada-Nidadavolu railway.	M. & S. M.	(i) Gudivada to Bhimavaram. (ii) Nidadavolu to Narsapur *vid* Bhimavaram.	Surveyed in 1913.	5′ 6″ 3′ 3⅜″ 5′ 6″	41 47	35·30 25·14 45·94	Proposed by District Board of Kistna. Question of gauge not settled yet.
Hassan-Mangalore railway...	...	(See under Mysore) ...	...	...	...	...	
Kalikiri-Rayachoti branch railway.	M. & S. M.	Kalikiri (or Pilor) to Rayachoti.	Surveyed in 1899-1900.	3′ 3⅜″	34	10·76	
Kanivihalli-Swamihalli Tramway.	M. & S. M.	Kanivihalli to Swamihalli	Not ...	...	15	...	New project. Survey sanctioned.
Karaikudi-Arantangi railway	S. I. ...	Karaikudi to Arantangi ...	Surveyed in 1910.	3′ 3⅜″	18	8·79	Alternative to Devakota-Arantangi branch of the Trichinopoly-Ramnad railway.
Kavali-Udayagiri railway ...	M. & S. M.	Kavali to Udayagiri ...	Surveyed in 1906.	2′ 6″	51	15·96	
Kodaikanal Road-Uttamapalaiyam railway.	S. I. ...	Kodaikanal Road to Uttamapalaiyam,	Surveyed in 1906-07.	3′ 3⅜″	61	...	
Kottur-Harihar railway ...	M &S M.	Kottur to Harihar ...	Not ...	3′ 3⅜″	40	...	New project. Survey sanctioned since close of the year.
Krishnagiri-Royakota railway.	S. I. ...	Krishnagiri to Royakota...	Not ...	2′ 6″	14	...	New project.

* Excluding rolling-stock.

(a) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
MADRAS—*contd.*							
Kumbakonam-Mannargudi railway.	S. I. ...	Kumbakonam to Mannargudi.	Surveyed in 1905.	3′ 3⅜″	22	18·61	See remarks on "Nidamangalam-Vedaranniyam railway," which comprises Nidamangalam-Mannargudi section of this railway.
Madura-Bodinayakkanur railway.	S. I.	Madura to Bodinayakkanur.	Not ...	...	54	...	Proposed by District Board of Madura. Traffic survey sanctioned.
Mayavaram-Tranquebar railway.	S. I ...	Mayavaram to Tranquebar	Not ...	3′ 3⅜″	16	...	Proposed by Tanjore District Board. Survey sanctioned.
Mysore-Tellicherry railway	M. & S. M.	Mysore to Tellicherry ...	Surveyed in 1899-1900.	2′ 6″	145	81·00	
Nandyal-Atmakur railway...	M. & S. M.	Nandyal to Atmakur, *vid* Velgode.	Surveyed in 1909.	3′ 3⅜″	30	14·87	Surveyed on behalf of the District Board of Kurnool.
Nanjangud-Erode railway ...	...	(See under Mysore). ...	...	...	...	...	
Nidamangalam-Vedaranniyam railway.	S. I. ...	(i) Nidamangalam to Mannargudi.	Re-surveyed in 1913-14.	3′ 3⅜″	8	6·73	Comprises the Nidamangalam-Mannargudi section of the Kumbakonam-Mannargudi line.
		(ii) Mannargudi to Tiruturaipundi.	Not ...	...	...	...	(i) Opened to traffic on 15th February 1915.
		(iii) Tiruturaipundi to Vedaranniyam.	Re-surveyed in 1913-1914.	3′ 3⅜″	23	13·21	Survey of (ii) sanctioned. Construction of (iii) on behalf of the District Board of Tanjore sanctioned.
Palakod-Karur railway ...	S. I. ..	Palakod to Karur, *vid* Salem or to Samayapuram *vid* Namakkal.	Not ...	3′ 3⅜″	...	...	Reconnaissance survey sanctioned.
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed in 1903-1904.	3′ 3⅜″ 3′ 3⅜″	84 17	84·33 25·03	
Parlakimedi-Gunupur railway.	B. N. ...	Parlakimedi to Gunupur .	Surveyed in 1910-1911.	2′ 6″	32	8·29	Surveyed at the instance of the Parlakimedi State.
Parvatipur Gunupur railway.	B. N. ...	Parvatipur to Gunupur ...	Not ...	5′ 6″	40	...	New project. Survey sanctioned.
Phirangipuram-Gurzala branch railway.	M. & S. M.	Phirangipuram to Gurzala	Surveyed in 1901.	3′ 3⅜″	50	12·60	
Ramnad-Kilakkarai railway	S I. ...	Ramnad to Kilakkarai ...	Surveyed in 1909-1910.	3′ 3⅜″	11	3·35	Surveyed on behalf of the District Board of Madura.
Ramnad-Virudupatti railway	S. I. ...	Ramnad to Virudupatti ...	Surveyed in 1909.	3′ 3⅜″	66	27·89	(a)
Rajahmundry-Sironcha railway.	...	(See under Central Provinces).	...	...	...	...	
Repalle Visweswaram railway.	M. & S. M.	Repalle to Visweswaram ...	Not ...	5′ 6″	5	...	New project. Survey sanctioned.
Singarayakonda-Kanigiri railway.	M. & S. M.	Singarayakonda to Kanigiri	Surveyed in 1908.	2′ 6″	41	13·83	
Suramangalam (Salem)-Attur railway.	S. I. ...	(i) Suramangalam to Salem Town.	Surveyed in 1913.	5′ 6″	4	4·66	Proposed by District Board of Salem; construction of (i) sanctioned.
		(ii) Sevvaypattai on to Attur.		3′ 3⅜″	38	15·87	
Tanjore-Tiruvadi railway ...	S. I. ...	Tanjore to Tiruvadi ...	Not ...	3′ 3⅜″	7	...	Proposed by Tanjore District Board. Survey sanctioned.
Tinnevelly-Tiruchendur railway.	S. I. ...	Tinnevelly to Tiruchendur	Surveyed in 1903-1904.	3′ 3⅜″	38	20·52	Proposed by the District Board of Tinnevelly. Estimates under revision.
Tirupatti (Renigunta)-Madras railway,	M. & S. M.	(i) Tirupatti to Madavaram.	Surveyed in 1913.	3′ 3⅜″	69	50·93	
		(ii) Madavaram to Madras Beach with branches from			7	6·29	
		(a) Madavaram to Ayanavaram.			4	3·93	
		(b) Ayanavaram to Salt Cotaurs or alternative.			3	3·55	
		(c) Ayanavaram to Chutput.			3	3·16	
Trichinopoly-Panruti railway	S. I. ...	Trichinopoly to Panruti *vid* Srirangam, Tirupattur, Parambalur, Volcondah, Parlore and Adiyur.	Surveyed in 1907.	3′ 3⅜″	95	107·20	Cost of a low grade line 84·60 lakhs.

(a) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
MADRAS—*concld.*							
Trichinopoly-Ramnad railway	S. I. ...	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed in 1909.	3′ 3¾″	108 26	54·23 17·34	Concession granted for construction of Trichinopoly-Puddukotai section (52 miles).
Ulundurpettai-Chinna Selam railway.	S. I. ...	Ulundurpettai to Chinna Selam.	Surveyed in 1909.	3′ 3¾″	32	13·52	Proposed by District Board of South Arcot.
Vaigai Valley railway ...	S. I. ...	Ammayanayakkannur to Kotagudi, with extensions.— (i) Periyakulam to Krishnama Naik's tope. (ii) Near Theni (mile 39) to Uttamapalaiyam.	Not ...	2′ 6″	55 5 18	22·88	Ammayanayakkannur-Uttamapalaiyam line proposed by District Board of Madura covers a large portion of this project.
Virudupati-Tenkasi railway	S. I. ...	Virudupati to Tenkasi, *vid* Sivakasi.	Surveyed in 1912.	3′ 3¾″	76	30·39	
Vizianagram-Vizagapatam railway.	B. N. ...	Vizianagram to Vizagapatam *vid* Bimlipatam.	Not ...	5′ 6″	45	...	New project. Survey sanctioned.
Yerragudipad-Nandyal railway.	M. & S. M.	Yerragudipad to Nandyal...	Surveyed in 1908-1909.	3′ 3¾″	71	40·85	
MYSORE.							
Bangalore-Hosur railway ...	M. & S. M.	Bangalore to Hosur, *vid* Attibala or *vid* Bannerghatta.	Resurveyed in 1914.	2′ 6″	29 31	13·23 12·72	Proposed by Mysore Durbar. Route *vid* Bannerghatta preferred.
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kolar Gold-fields.	Surveyed in 1907.	3′ 3¾″	73	...	
Hassan-Mangalore railway	...	Hassan to Mangalore ...	Surveyed in 1913.	2′ 6″ 3′ 3¾″	107 110	82·96 177·80	Proposed by Mysore Durbar.
Mysore-Tellicherry railway	...	(See under Madras)	...	...	...	...	
Nanjangud-Erode railway ...	M. & S. M.	Nanjangud to Erode with a branch from Kottamangalam to Mettupalaiyam.	Surveyed in 1909-1911.	3′ 3¾″	119 23	109·67 13·59	38·7 miles in Mysore. The Durbar do not propose to construct this section till the British section is put in hand.
NORTH-WEST FRONTIER PROVINCE.							
Kulachi-Dera Ismail Khan railway.	N. W. ...	Kulachi to Dera Ismail Khan.	Not ...	2′ 6″	27	12·62	New project. Reconnoitred in 1914.
Mardan-Charsadda railway	N. W. ...	Mardan to Charsadda ...	Surveyed in 1914.	2′ 6″	17	7·41	(*a*)
Mardan-Swabi railway ...	N. W. ...	Mardan to Swabi ...	Surveyed in 1914.	2′ 6″	29	16·62	(*a*)
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab) ...	...	...	...	...	
Trans-Indus railway ...	N. W. ...	Kohat to Pannu ...	Surveyed in 1909.	2′ 6″	79	60·57	
PUNJAB.							
Baijnath-Nurpur railway ...	...	(i) Baijnath to Nurpur ... (ii) Nurpur to Guler ...	Not ...	2′ 6″	70 35	... ...	(*a*) Reconnaissance sanctioned. This will be an extension of Pathankot-Nurpur railway.
Bari-Doab railway ...	N. W. ...	(1) Lahore to Gurdaspur *vid* Ajnala. (2) Ajnala to Amritsar ... (3) Gurdaspur to Butari ... (4) Butari to Harike Pattan.	Not ...	2′ 6″	75 17 37 42	... ...	(*a*) Survey sanctioned.
Batala-Dehrananak railway	N. W. ...	Batala to Dehrananak ...	Surveyed in 1913.	5′ 6″	18	15·37	

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
PUNJAB—*contd.*					Miles.	Lakhs of rupees.	
Dhak branch railway ...	N. W. ...	(i) Dhak to Tajuwala direct	Surveyed in 1906-07.	5′ 6″	11	4·97*	To serve coal mines.
		(ii) Dhak to Tajuwala *vid* Katha.	Surveyed in 1909.		15	7·86*	
Jagadhri Light railway extension.	J. L. ...	Jagadhri Town to Sadhaura *vid* Chachrauli and Bilaspur.	Not ...	2′ 0″	...	...	Proposed by Jagadhri Light Railway Company.
Kalka-Baijnath railway ...	E. I. ...	Kalka to Baijnath with branches.			170	158·45	Reconnoitred in 1912.
		(1) Mandi to Kulu ...	Not ...	2′ 6″	42	49·15	
		(2) Nalagarh to Rupar			16	11·90	
Karnal-Kaithal-Nabha branch railway.	E. I. ...	Karnal to Nabha, *vid* Kaithal	Not ...	5′ 6″	70	56·00	
Lahore-Patti railway ...	N. W. ...	See "Bari Doab Railway."	...	...	...	...	(*a*)
Nankana-Changa Manga-Pak Patan railway.	N. W. ...	Nankana *vid* Bulloke to Changa Manga. Changa Manga *vid* Chunian Hujra and Dipalpur to Pak Patan.	Surveyed in 1913.	2′ 6″	96	45·60	
Pathankot-Bakloh railway...	N. W. ...	(i) Pathankot to Katlu *vid* Nurpur.	Surveyed in 1913.	2′ 6″	(i) 32	(i)53·41	Alternative to Pathankot-Nurpur.
		(ii) Pathankot to Katlu *vid* Dunera.			(ii) 27	(ii)43·94	
Pathankot-Nurpur railway...	N. W. ...	Pathankot to Nurpur ...	Surveyed in 1912.	5′ 6″	14	12·58	(*a*) Being further investigated.
Patiala feeder railways ...	...	(i) Patiala to Dhand *vid* Pihewa.			36	...	Proposed by Patiala Durbar. Survey sanctioned.
		(ii) Sirhind to Ropar *vid* Sanghol.			26	...	Extension of (*ii*) as far as Kalka is under consideration.
		(iii) Patiala to Sirhind ...			20	...	
		(iv) Samana to Mansa *vid* Sonam.			...	...	
		(v) Samana to Ghuram ...	Not ...	2′ 6″	20	...	
		(vi) Mansa to Tapa ...			21	...	
		(vii) Tapa to Badhaur ...			14	...	
		(viii) Sonam to Barnala ...			...	...	
		(ix) Samana to Chhintanwala.			18	...	
		(x) Chhintanwala to Amargarh.			...	...	
		(xi) Doraha to Pael ... Narnaul-Dadri ...	Not ...	3′ 3½″	39	...	Proposed by Patiala Durbar Survey sanctioned.
Patiala-Jakhal railway ...	N. W. ...	Patiala to Jakhal ...	Surveyed in 1906.	5′ 6″	54	34·00	Proposed by Patiala Durbar.
				3′ 3½″		24·83	
		(i) Raewind to Sangla Hill.		5′ 6″	...	...	Survey sanctioned.
		(ii) Sangla Hill to Khushab.					
		(iii) Gujranwala to Lyallpur		2′ 6″	94	40·00	Preliminary survey made.
Punjab Canal Colony railways.†	...	(iv) Bajla to Tandlianwala	Not ...	2′ 6″	32	...	Survey sanctioned. Alternative to Lyallpur-Tandlianwala.
		(v) Jaranwala to the Ravi bridge near Thatta Nana Dogar.		2′ 6″	39	...	Survey sanctioned.
		(vi) Jaranwala to Lyallpur		2′ 6″	...	9·80	Preliminary survey made.

* Excluding rolling-stock.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

† The whole question of railway extension in this area including the question of gauge is under consideration.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
PUNJAB—*concld.*					Miles.	Lakhs of rupees.	
		(vii) Lyallpur to Chiniot ...	Not	2′ 6″	25	12·31	Preliminary survey made.
		(viii) Chiniot to Bhagtanwala.	Not	2′ 6″	23	...	Survey sanctioned.
		(ix) Sargodha to Gujrat ...	Not	2′ 6″	94	48·31	Preliminary survey made.
		(x) Gujrat to Lukanwal ...	Not	2′ 6″	15	...	Survey sanctioned.
		(xi) Sargodha to Bhera ...	Not	2′ 6″	34	...	Survey sanctioned. Alternative to Shahpur-Bhera.
		(xii) Chiniot to Jhang ...	Surveyed in 1906.	5′ 6″	51	33·00	Estimates revised in 1911.
Punjab Canal Colony railways.‡ (*concld*).	N. W. ...	(xiii) Sargodha to Jehania Shah *via* Sahiwal.	Not	2′ 6″	...	...	New project.
		(xiv) Lyallpur to Jhang ...	Not	2′ 6″	...	...	Ditto.
		(xv) Jhang to Montgomery *via* Gojra, Summundri and Gogera.	Not	2′ 6″	...	...	Ditto.
		(xvi) Montgomery to Pak Pattan.	Not	2′ 6″	...	...	Ditto.
		(xvii) Montgomery to Jehania.	Not	2′ 6″	...	...	Ditto.
		(xviii) Muzaffargarh to Alipur.	Not	2′ 6″	...	...	Ditto.
Rajpura-Malla railway ...	N. W. ...	Rajpura to Malla *via* Chandigarh.	Not ...	5′ 6″	...	...	New project. Proposed by Patiala Durbar.
Rohtak-Gohana railway ...	S. P. ...	Rohtak to Gohana ...	Not ...	5′ 6″ 2′ 6″	20	11·24 8·00	Reconnoitred.
Sarai Kala-Abbottabad-Srinagar railway.	N. W. ...	Saraikala to Srinagar, *vid* Abbottabad. (Comprises the following sections).	...	...	...	...	
		(i) Saraikala to Abbottabad.	Resurveyed in 1907-1909.	5′ 6″	51	87·76	Sarai Kala-Havelian portion of the line constructed on the 5′ 6″ gauge. Re-survey of the Havelian-Abbottabad portion of the line sanctioned.
		(ii) Abbottabad to Garhi Habibulla.	Resurveyed in 1907-1909.	5′ 6″	28	77·39	
		(iii) Garhi Habibulla to Kashmir frontier.	Surveyed in 1892-1893.	5′ 6″	4	10·41	
		(iv) Kashmir frontier to Domel.	Surveyed in 1892-1893.	5′ 6″	5	27·24	
		(v) Kashmir frontier to Srinagar	Surveyed in 1892-1893.	3′ 3¾″	109	157·89	
Sialkot-Shahdara railway ...	N. W. ...	(1) Sialkot to Narowal *vid* Pasrur.	Surveyed in 1913.	5′ 6″	38	27·50	(*a*) Construction of Sialkot-Narowal section sanctioned. Survey of (2) sanctioned.
		(2) Narowal to Shahdara ...	Not	5′ 6″	48	...	
Sialkot-Morala railway ...	N. W. ...	Sialkot to Morala ...	Not ...	5′ 6″	13	...	(*a*) Survey sanctioned.
Sirhind-Kotkapura railway	D. U. K.	Sirhind to Kotkapura *via* Malerkotla.	Not ...	2′ 6″	...	...	New project. Proposed by Malerkotla Durbar.
RAJPUTANA.							
Baran-Marwar railway ...	B. B. & C. I.	Baran to Marwar ... or	Surveyed in 1898-1899.	3′ 3¾″	213	136·67	Baran-Kotah section (41 miles) has been constructed on 5′ 6″ gauge, and construction of Kotah-Marwar section on same gauge under consideration.
		Baran to Nasirabad ... with			153	96·12	
		Jehazpur to Paondero Branch.			71	31·63	
Dholpur-Rajakhera Extension railway.	B. B. & C. I.	Dholpur to Rajakhera ...	Surveyed in 1910-1911.	2′ 6″	23	...	Proposed by Dholpur Durbar.
Jaipur-Loharu railway ...	J. S. M....	Jaipur to Surajgarh *vid* Reengus Sikar, Jhunjhnu and Chirawa.	Not ...	3′ 3¾″	135	...	Proposed by Jaipur Durbar. Survey sanctioned, Jaipur-Reengus (56 miles) and Reengus-Sikar (33 miles) section under construction.
Karauli branch railway ...	B. B. & C. I.	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine relief work.

‡ The whole question of railway extension in this area including the question of gauge is under consideration.
(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1915.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
RAJPUTANA.—*concld.*							
Kotah Feeder railways ...	G. I. P. & B. B. & C. I.	(i) Baran to Durra Sangod (ii) Baran to Etawa ... (iii) Sangod to Arnia ... (iv) Arnia to Mausher Thana. (v) Arnia to Shri Chatterpura.	Not	2' 6"	170	...	Survey sanctioned.
Madar-Merta City ...	B. B. & C. I.	Madar to Merta City ...	Not ...	3' 3⅜"	43	...	(*a*) New project.
Mauli-Nathdwara railway ...	U. C. ...	Mauli to Nathdwara ...	Surveyed in 1896.	3' 3⅜"	15	4·73	
Sri Madhopur-Borawar chord railway.	B. B. & C. I.	Sri Madhopur to Borawar	Not ...	3' 3⅜"	...	...	
Sri Madhopur-Sikar railway	B. B. & C. I.	Sri Madhopur to Sikar ...	Surveyed in 1900.	3' 3⅜"	31	8·69	
UNITED PROVINCES.							
Auriya-Pokhrayan Junction	G. I. P. ...	Auriya to Pokhrayan ...	Not ...	2' 6"	30	...	(*a*)
Auriya-Phaphund railway ...	E. I. ...	Auriya to Phaphund ...	Surveyed in 1907.	5' 6"	13	8·88	(*a*)
Bellraien-Dhaurahra railway	R. & K. ...	Bellraien to Dhaurahra ...	Surveyed in 1913-14.	3' 3⅜"	32	15·29	New project.
Dehra-Rajpur railway ...	O. & R. ...	Dehra to Rajpur ...	Surveyed in 1912.	5' 6"	8	11·19	(*a*)
Dibai-Kasganj railway ...	O. & R. ...	Dibai to Kasganj ...	Surveyed in 1912.	5' 6"	37	32·79	
Etawah-Farukhabad railway	E. I. & B. B. & C. I.	Etawah to Farukhabad ...	Not ...	2' 6"	50	...	(*a*)
Fatehpur-Markundi chord railway.	E. I. ...	Fatehpur to Markundi alternatives.	Surveyed in 1900-1901.		72	96·46	
		(i) Fatehpur to Karwi ...		5' 6"	52	72·59	
		(ii) Khaga to Manikpur ...			57	85·98	
Garhmuktesar-Tundla railway.	O. & R. ...	Garhmuktesar to Tundla *vid* Dibai, Kasganj and Etah.	Not ...	2' 6"	125	...	(*a*)
Gorakhpur and Champaran District railways.	B. & N. W.	(1) Captainganj to Thunthibari *vid* Maharajganj.			42	...	New project. Survey sanctioned.
		(2) Captainganj to Bhatni			42	...	
		(3) Maharajganj to Nautanwa *vid* (*a*) Pharenda or (*b*) Bridgmanganj.	Not ...	3' 3⅜"	44	...	
		(4) Bagaha to Tribeni ...			24	...	
Hardoi-Sandi branch railway	O. & R. ...	Hardoi to Sandi ...	Surveyed in 1902.	5' 6"	14	3·62	(*a*)
Hardwar-Srinagar railway	O. & B.	Hardwar to Srinagar ...	Not ...	2' 6"	60	...	(*a*) New project.
Harpalpur-Nowgong ...	G. I. P. ...	Harpalpur to Nowgong ...	...	2' 6"	82	...	(*a*)
Harpalpur-Sumerpur ...	G. I. P. ...	Harpalpur to Sumerpur *vid* Rath.	...	2' 6"			
Jaunpur-Sultanpur railway	O. & R. ...	Jaunpur to Sultanpur ...	Not ...	2' 6"	55	...	(*a*)
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct or	Surveyed in 1906-1907.	5' 6"	19	7·76	(*a*) Government of United Provinces favour the route *vid* Pahari.
		vid Pahari			21	8·42	
Kasganj-Agra railway ...	O. & R. ...	Kasganj (or Soron) to Agra *via* Etah.	Not ...	3' 3⅜"	60	...	Survey sanctioned.
Kasganj-Delhi railway ...	R. & K. & E. I. R.	Kasganj to Delhi *vid* Atrauli, Bulandshahr and Okhla.	Not ...	3' 3⅜"	125	...	
Kasganj-Rewari railway ...	R. & K. & B. B. & C. I.	Kasganj to Rewari *vid* Aligarh and Nuh with a branch from Nuh to Delhi.	Not ...	3' 3⅜"	...	...	Reconnaissance survey sanctioned.
Kasipur-Kalagarh railway...	R. & K. ...	Kasipur to Kalagarh ...	Surveyed in 1912-13.	3' 3⅜"	27	...	First 12 miles will cost 5·19 lakhs.
Kunch-Madhogarh railway...	G. I. P. ...	Kunch to Shankarpur *vid* Jalaon with Jalaon-Madhogarh Branch.	Surveyed in 1906.	5' 6"	36	13·44	(*a*) Certain amount of earthwork done in 1906 as famine relief work. Present proposal is for a 2' 6" gauge line.
					16	5·92	
Lucknow-Sultanpur railway	O. & R. ...	Lucknow to Sultanpur ...	Surveyed in 1914.	2' 6"	87	37·89	(*a*)

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

APPENDIX 10—*concld.*

Railways and tramways projected up to the 31st March 1915.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
UNITED PROVINCES—*concld.*					Miles.	Lakhs of rupees.	
Meerut-Roorkee railway ...	O. & R. ...	Meerut to Roorkee with a branch from Gesupur to Garhmukhtesar.	Surveyed in 1915.	2' 6"	85	36·30	(*a*)
					23	9·39	(*a*)
Mirzapore-Maihar chord railway.	E. I. ...	Mirzapore to Maihar ...	Surveyed in 1903.	5' 6"	140	155·00	
Moghalsarai-Bhabua Road railway.	E. I. ...	Moghalsarai to Bhabua Road *vid* Chakia.	Not	2' 6"	56	...	Proposed by the Benares State. Survey sanctioned.
Rosa-Budaon-Hapur railway	O. & R. ...	(i) Rosa to Budaon ...	Surveyed in 1910-1911.	5' 6"	73	93·09	(*a*) (i) is a realignment of the Tilhar-Budaon section of the "Tilhar-Hapur railway."
		(ii) Budaon to Babrala			54	60·27	
		(iii) Rajghat to Hapur with a branch to Bulandshahr.			69	69·24	
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur *vid* Budaon with a branch from Jehangirabad to Bulandshahr.	Surveyed in 1909.	5' 6"	147	183·21	
			Surveyed in 1909.	5' 6"	16		
Unao-Madhoganj railway ...	O. & R. ...	(i) Unao to Bangarmau *vid* Safipur.	Surveyed in 1910-1911.	5' 6"	30	24·73	(*a*)
		(ii) Unao to Bangarmau *vid* Hyderabad.			38	29·24	
		(iii) Bangarmau to Madhoganj			18	14·66	

(*a*). Proposals for construction under branch Line terms have been received from private promoters.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		1. Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*k*).	Bengal-Nagpur	533	10,570	3,342,439	94,48,756	27,643	4,04,893
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	1,148	36,468	293,215	10,40,313	227,547	28,78,896
3	(*a*) to (*d*)	Eastern Bengal ...	2,253	24,604	1,290,737	14,00,538	5,078	19,049
4	(*a*) to (*c*)	East Indian ...	3,787	77,109	9,841,024	3,34,51,932	59,361	4,51,478
5	(*a*) to (*i*)	Great Indian Peninsula ...	2,310	58,571	1,016,173	42,71,155	384,759	86,04,687
6	(*a*) to (*l*)	Madras and Southern Mahratta	1,283	20,377	258,646	15,26,199	97,535	12,52,395
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	304	3,859	391,371	11,38,785	10,402	61,171
8	(*a*) to (*q*)	North Western ...	5,462	1,25,530	506,341	11,17,552	130,821	14,23,850
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	1,692	22,033	216,903	6,59,381	22,272	1,64,299
10	(*a*) to (*k*)	South Indian	341	7,079	40,253	1,08,626	43,164	3,74,966
		3′ 3¾″ gauge.						
11	...	Assam-Bengal	369	4,018	92,566	2,76,267	3,657	26,258
12	(*a*) & (*b*)	Bengal and North-Western ...	1,047	15,284	202,757	4,50,916	3,770	49,458
13	(*a*) & (*b*)	Bengal Dooars	128	1,632	52,585	2,25,989	11	102
14	(*a*) & (*b*)	Bhavnagar State ...	186	1,115	24,961	45,088	32,539	1,46,757
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	772	12,528	182,629	2,75,575	127,801	7,93,420
15	(*a*) to (*c*)	Burma	1,117	22,611	14,085	1,45,790	10,093	58,494
17	(*a*) & (*b*)	Dibru-Sadiya	...	...	598,483	639,005	...	...
18	(*a*) to (*c*)	Gondal-Porbandar State ...	169	617	13,491	15,700	17,794	69,169
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	170	2,899	17,768	58,553	38,946	4,58,554
19	...	Jamnagar	12	42	913	2,921	811	2,166
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	532	5,780	17,094	19,199	37,102	1,23,834
21	...	Junagad State	151	685	4,614	1,671	10,952	33,992
22	...	Morvi	25	151	9,202	14,004	8,327	46,830
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	257	1,947	6,789	8,122	4,544	19,621
26	...	Udaipur-Chitorgarh ...	10	88	1,248	1,168	2,060	8,371
		Carried over ...	24,053	4,55,592	18,438,287	5,63,42,555	1,311,989	1,74,72,717

DIX II.

earnings therefrom during the financial year 1914-15.

railway in India and is therefore not the same as the total production and imports.]

III.

COTTON—*continued on following page.*

2. MANUFACTURED.

(a) Twist and yarn, European.		(b) Twist and yarn, Indian.		(c) Piece-goods, European.		(d) Piece-goods, Indian.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
10	11	12	13	14	15	16	17	18
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
4,552	49,083	22,674	2,93,934	13,188	1,69,231	11,065	1,65,037	1
1,170	34,588	14,655	2,30,587	26,932	7,89,722	19,833	2,91,784	2
1,184	10,379	6,212	49,397	22,753	2,69,965	5,453	45,473	3
1,122	24,449	17,477	1,89,155	56,829	13,23,236	10,974	1,61,534	4
16,662	2,82,643	22,820	3,02,839	51,705	12,25,335	27,654	5,02,417	5
13,230	1,30,182	17,388	1,82,240	19,767	2,58,626	13,310	1,88,762	6
5,793	59,977	3,483	44,611	3,457	47,072	1,410	17,485	7
578	10,548	11,026	2,08,839	27,687	7,53,625	43,033	8,11,065	8
1,427	14,937	8,789	76,445	9,782	76,826	9,651	78,646	9
3,869	35,433	15,054	1,46,807	12,093	1,62,427	6,712	83,038	10
619	3,593	957	6,229	3,594	33,754	987	7,213	11
104	1,164	7,203	1,06,755	22,829	2,36,909	6,728	75,959	12
15	150	80	516	447	4,036	190	1,920	13
86	323	1,882	6,653	304	1,158	1,786	9,228	14
300	5,075	14,901	2,72,803	15,497	2,31,926	27,747	6,90,076	2
1,918	37,576	3,135	68,811	3,554	1,52,110	341	4,150	15
...	...	...	...	...	...	...	...	17
941	1,891	995	2,758	376	1,396	1,272	4,204	18
521	8,777	1,214	20,456	1,343	19,875	1,239	17,097	7
356	789	...	...	194	761	3	14	19
12	105	1,947	14,324	2,777	26,237	5,790	39,573	20
...	...	396	1,153	83	375	632	2,431	21
18	75	144	623	245	1,304	379	2,031	22
76	296	1,725	7,929	2,749	21,237	942	6,575	25
...	...	58	454	277	2,264	418	3,624	26
54,353	7,12,013	174,203	22,34,318	303,462	58,09,413	197,579	32,09,336	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the Public and foreign railways.		1. Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9
		Brought forward ...	Tons. 24,058	Rs. 4,55,592	Tons. 18,488,287	Rs. 5,63,42,556	Tons. 1,311,989	Rs. 1,74,72,717
		2' 6" gauge.						
29	...	Arrah-Sasaram Light ...	3	9	2,045	2,327	6	27
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	28	238	6,819	21,360	17,268	96,782
34	...	Bengal Provincial ...	...	...	463	545	...	...
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light...	...	1	976	673	...	1
39	...	Cutch State	...	...	332	791	3,441	5,789
40	...	Dehri-Rohtas Light ...	...	...	9,437	14,249	...	...
41	...	Dholpur-Bari	1	7	149	83	1,051	2,787
43	...	Godhra-Lunavada ...	4	16	...	...	66	203
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District	5	7	...	...	...	...
46	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	1	3	232	385	22	36
47	...	Nadiad-Kapadvanj ...	8	18	232	181	442	2,051
1	(f)	Parlakimedi Light ...	7	8	374	152	2	3
25	(e)	Powayan Light ...	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	21	99	912	1,170	28	114
49	...	Tezpore-Balipara Light ...	...	...	10,769	28,412	21	109
		2' 0" gauge.						
50	...	Darjeeling-Himalayan ...	132	3,831	4,413	36,912	3	89
51	...	Darjeeling Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light ...	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light ...	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura	...	...	...	...	...	Information
		Total 1914-15 ...	24,263	4,59,829	18,475,440	5,64,49,795	1,334,339	1,75,80,708
		Total 1913-14 ...	27,671	5,51,209	17,168,409	4,97,47,615	1,535,077	2,16,51,378
		Increase ...	...	...	1,307,031	67,02,180	...	...
		Decrease ...	3,408	91,380	...	...	200,738	40,70,670

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

railway in India and is therefore not the same as the total production and imports.]

III.								Number.
COTTON—*continued on following page.*								
2. Manufactured.								
(a) Twist and yarn, European.		(b) Twist and yarn, Indian.		(c) Piece-goods, European.		(d) Piece-goods, Indian.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
10	11	12	13	14	15	16	17	18
Tons. 54,353	Rs. 7,12,013	Tons. 174,203	Rs. 22,34,318	Tons. 303,462	Rs. 58,09,413	Tons. 197,579	Rs. 32,09,336	
...	1	28	83	194	570	46	163	29
not available.	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
88	338	399	2,083	392	2,392	487	2,362	33
3	6	...	...	20	46	...	...	34
...	...	...	...	...	...	...	...	35
...	...	...	1	10	28	34	123	38
161	525	...	...	214	718	...	...	39
1	2	...	...	...	...	...	...	40
...	...	23	83	22	85	22	85	41
...	...	22	98	38	135	76	371	43
not available.	...	...	...	...	...	...	...	44
...	...	30	50	71	99	59	131	45
not available.	...	...	...	...	...	...	...	46
...	...	63	168	78	190	1	1	1
...	...	85	286	33	123	96	407	47
2	3	264	271	46	58	54	67	1
...	...	...	...	...	...	...	...	25
...	...	22	84	647	3,577	110	467	48
...	...	...	...	...	...	...	...	49
...	12	119	3,081	427	10,235	146	3,764	50
not available.	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available.	...	...	...	...	...	...	...	58
54,603	7,12,900	175,258	22,40,606	305,654	58,27,663	198,710	32,17,277	
52,250	7,20,147	168,613	21,93,007	346,633	69,42,197	186,163	29,85,956	
2,358	...	6,645	47,599	...	...	12,547	2,31,321	
...	7,247	...	...	40,979	11,14,534	...	...	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	III—*concld.*				IV.	
			COTTON—*concld.*		Total.		Chemicals, excepting saltpetre.	
			2. Manufactured—*concld.*					
			(e) Others.					
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
19	20	21	22	23	24	25	26	27
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h).	Bengal-Nagpur	519	7,887	79,641	10,90,065	2,477	32,434
2	(a) to (e) & (m) to (r).	Bombay, Baroda and Central India.	1,059	24,665	291,196	42,50,192	2,547	45,716
3	(a) to (d)	Eastern Bengal	...	...	40,680	3,94,263	5,713	48,546
4	(a) to (c)	East Indian	2,437	54,036	148,200	22,03,838	9,817	1,31,362
5	(a) to (i)	Great Indian Peninsula ...	1,662	34,773	505,262	1,09,52,694	3,388	72,304
6	(a) to (l)	Madras and Southern Mahratta	1,573	22,648	162,803	20,34,853	3,731	42,900
7	(a) & (b)	Nizam's Guaranteed State ...	154	1,827	24,699	2,32,145	445	4,407
8	(a) to (g)	North Western	2,478	51,522	2,15,623	32,59,749	7,261	1,27,237
9	(a) to (d)	Oudh and Rohilkhand ...	1,257	14,711	53,178	4,25,894	2,113	16,854
10	(a) to (k)	South Indian	1,039	11,360	86,731	8,14,031	2,440	30,775
		3′ 3½″ gauge.						
11	...	Assam-Bengal	321	1,745	10,135	78,799	853	8,262
12	(a) & (b)	Bengal and North-Western ...	1,125	13,553	41,759	4,83,798	22,212	1,05,516
13	(a) & (b)	Bengal Dooars	...	...	749	6,724	855	12,119
14	(a) & (b)	Bhavnagar State	...	...	36,597	1,64,119	36	230
2	(f) to (l)	Bombay, Baroda and Central India.	764	11,611	187,010	20,04,911	600	5,340
15	(a) to (c)	Burma	154	2,339	24,193	3,23,486	68	2,623
17	(a) & (b)	Dibru-Sadiya	230	2,013	230	2,013	...	...
18	(a) to (c)	Gondal-Porbandar State ...	9	17	21,387	79,435	45	225
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	23	329	43,316	5,25,088	56	555
19	...	Jamnagar	30	107	1,394	3,837	3	13
20	(a) to (f)	Jodhpur-Bikaner ...	413	2,375	43,041	2,06,448	806	6,223
21	...	Junagad State	...	...	12,053	37,951	11	46
22	...	Morvi	20	112	9,133	50,975	72	452
25	(a) & (b)	Rohilkund and Kumaon ...	63	429	10,099	56,087	1,109	8,924
26	...	Udaipur-Chitorgarh ...	10	71	2,823	14,784	4	34
		Carried over ...	15,340	2,58,430	2,056,926	2,96,96,227	66,662	7,03,097

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

railway in India and is therefore not the same as the total production and imports.)

V.								
DRUGS.						TOTAL.		NUMBER.
1. INTOXICATING OTHER THAN OPIUM.		2. NON-INTOXICATING.						
		(*a*) Medicinal preparations.		(*b*) Others.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
28	29	30	31	32	33	34	35	36
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
26	586	...	...	2,303	27,581	2,329	28,167	1
7	203	440	13,151	1,374	24,154	1,721	37,508	2
1	2	510	8,760	404	6,348	915	15,110	3
69	1,612	824	30,531	2,398	45,542	3,291	77,685	4
103	3,408	513	16,017	3,784	61,973	4,400	81,398	5
31	472	885	20,152	5,601	64,318	6,517	84,942	6
6	47	112	1,895	826	6,864	944	8,806	7
371	6,303	1,214	33,959	6,744	1,02,402	8,329	1,42,664	8
102	2,364	208	3,729	654	6,380	964	12,473	9
408	2,205	474	14,420	3,403	33,252	4,285	49,877	10
...	...	165	2,616	21	430	186	3,046	11
123	1,943	124	1,677	1,920	21,132	2,167	24,752	12
...	...	43	511	5	24	48	535	13
...	1	39	280	33	172	72	453	14
19	272	181	2,268	1,332	23,889	1,532	26,429	2
...	2	441	11,344	344	4,849	785	16,195	15
...	...	...	...	178	1,514	178	1,514	17
3	11	46	228	45	181	94	420	18
...	...	12	125	66	675	78	800	7
...	...	24	146	25	70	49	216	19
23	446	43	680	828	5,948	894	7,074	20
...	...	30	152	83	383	113	535	21
...	...	50	340	...	...	50	340	22
18	207	32	266	655	4,693	705	5,166	25
...	3	2	17	11	91	13	111	26
1,310	20,087	6,412	1,63,264	32,937	4,42,865	40,659	6,26,216	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	III—*concld.*				IV.	
			COTTON—*concld.* 2. Manufactured—*concld.* (c) Others.		Total.		Chemicals, excepting saltpetre.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
19	20	21	22	23	24	25	26	27
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	15,340	2,58,430	2,055,926	2,96,56,227	66,662	7,03,097
		2′ 6″ gauge.						
29	...	Arrah-Sasaram Light ...	6	19	280	863	5	14
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	195	1,383	18,824	1,05,340	42	202
34	...	Bengal Provincial ...	...	...	23	52	6	10
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	...	1	44	154	...	2
39	...	Cutch State	...	...	3,816	7,032	...	...
40	...	Dehri-Rohtas Light ...	...	...	1	2	...	...
41	...	Dholpur-Bari	...	1	1,118	3,041	...	...
43	...	Godhra-Lunavada ...	2	7	204	314	1	3
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District ...	...	...	180	280	...	...
46	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	1	5	165	400	4	7
47	...	Nadiad-Kapadvanj ...	3	12	659	2,879	12	32
1	(f)	Parlakimedi Light ...	1	2	369	404	8	22
25	(8)	Powayan Light... ...	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	3	13	810	4,255	11	54
49	...	Tezpore-Balipara Light ...	...	...	21	109	...	...
		2′ 0″ gauge.						
50	...	Darjeeling-Himalayan ...	26	641	721	17,822	21	524
51	...	Darjeeling-Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light ...	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tatikere-Narasimharajapura...	...	...	...	...	...	Information
		Total 1914-15 ...	15,577	2,60,524	2,084,141	2,98,39,674	66,772	7,03,967
		Total 1913-14 ...	18,089	3,26,058	2,306,825	3,47,68,571	73,225	7,43,972
		Increase ...	...	...	...	...	...	...
		Decrease ...	3,512	66,534	222,684	49,28,897	6,453	40,005

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

railway in India and is therefore not the same as the total production and imports.]

V.								
DRUGS.								NUMBER.
1. INTOXICATING OTHER THAN OPIUM.		2. NON-INTOXICATING.				TOTAL.		
		(a) Medicinal preparations.		(b) Others.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
28	29	30	31	32	33	34	35	36
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,310	20,087	6,412	1,63,264	32,937	4,42,865	40,659	6,26,216	
...	...	2	7	11	32	13	39	29
not available.	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
...	...	15	80	42	185	57	265	33
...	...	1	4	...	...	1	4	34
...	...	...	...	...	...	...	...	35
...	...	1	3	1	3	2	6	38
...	...	...	...	5	16	5	16	39
...	...	...	...	...	...	...	...	40
...	...	...	2	2	5	2	7	41
...	...	...	2	1	4	1	6	43
not available.	...	...	...	...	...	...	...	44
...	...	...	...	8	24	8	24	45
not available.	...	...	...	...	...	...	...	46
...	...	...	...	103	177	103	177	1
...	...	...	2	3	8	3	10	47
...	...	...	...	15	16	15	16	1
...	...	...	...	...	...	...	...	25
...	...	1	10	14	55	15	65	48
...	...	14	68	...	...	14	68	49
...	...	59	1,137	29	911	88	2,048	50
not available.	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available.	..	...	...	...	...	...	...	58
1,310	20,087	6,505	1,64,579	33,171	4,44,801	40,986	6,28,967	
934	17,958	7,260	1,87,456	33,096	4,63,004	41,290	6,68,418	
376	2,129	...	...	75	...	...	...	
...	...	755	22,877	...	18,703	304	39,451	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	VI—Dyes					
			(1) Alizarine and aniline dyes.		(2) Catch.		(3) Indigo.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
37	38	39	40	41	42	43	44	45
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	105	2,629	910	3,284	58	1,947
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	1,793	43,351	279	2,228	96	1,079
3	(*a*) to (*d*)	Eastern Bengal	...	...	509	5,045	41	456
4	(*a*) to (*c*)	East Indian	495	10,295	1,235	14,491	565	14,497
5	(*a*) to (*i*)	Great Indian Peninsula ...	2,431	51,426	1,316	30,546	155	4,175
6	(*a*) to (*l*)	Madras and Southern Mahratta	747	9,438	257	2,401	628	7,256
7	(*a*) & (*l*)	Nizam's Guaranteed State ...	285	2,954	98	711	15	104
8	(*a*) to (*g*)	North Western ...	691	13,536	116	1,325	879	13,778
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	184	1,735	271	1,911	66	443
10	(*a*) to (*k*)	South Indian	220	3,054	186	1,483	174	1,628
		3′ 3¾″ gauge.						
11	...	Assam-Bengal	...	...	35	140	...	...
12	(*a*) & (*b*)	Bengal and North-Western ...	204	1,903	2,293	28,630	331	3,127
13	(*a*) & (*b*)	Bengal Docars	...	...	...	1	...	...
14	(*a*) & (*b*)	Bhavnagar State ...	52	206	15	32	2	10
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	767	13,722	330	4,073	173	2,861
15	(*a*) to (*c*)	Burma	...	5	1,877	23,723	...	3
17	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...
18	(*a*) to (*c*)	Gondal-Porbandar State ...	22	55	13	53	1	4
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	35	413	66	616	16	186
19	...	Jamnagar	7	24	...	...	...	1
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	77	519	34	288	49	500
21	...	Junagad State	11	57	10	41	...	...
22	...	Morvi	2	11	3	14	...	...
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	26	158	516	3,213	2	11
26	...	Udaipur-Chitorgarh ...	9	58	3	11	...	3
		Carried over ...	3,163	1,55,549	10,372	1,29,165	3,252	52,069

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

railway in India and is therefore not the same as the total production and imports.]

continued on following page.

AND TARS.

(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
46	47	48	49	50	51	52	53	54
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
35,028	2,97,115	1,243	4,744	8,531	70,506	911	10,858	1
310	3,090	2,509	20,820	2,808	40,719	1,846	31,913	2
...	...	...	...	3,430	22,454	334	4,030	3
5,154	38,383	5,726	8,698	4,619	55,250	3,423	25,528	4
26,688	2,04,922	13,607	60,801	14,223	2,41,220	2,339	27,448	5
3,119	39,123	35,943	2,04,525	23,293	1,69,458	1,380	13,878	6
229	1,656	7,264	30,673	2,272	21,506	635	4,272	7
414	5,027	4,433	11,447	6,995	83,053	3,311	74,489	8
109	759	2,569	5,862	2,813	35,151	472	4,634	9
2,002	8,730	8,157	34,689	5,140	36,980	1,103	14,796	10
...	1	78	263	224	1,957	8	109	11
308	2,277	1,357	3,509	6,843	59,102	796	6,274	12
...	...	...	...	39	231	82	558	13
37	133	107	479	129	589	102	438	14
316	3,106	3,682	19,730	2,658	22,099	1,739	16,432	2
283	1,676	500	4,807	2,158	16,751	158	2,011	15
...	...	...	...	...	...	...	...	17
44	80	89	230	116	288	124	401	18
64	359	777	1,563	437	4,925	82	737	7
7	16	...	...	39	61	31	114	19
61	386	1,155	6,101	517	2,723	3,224	12,165	20
4	12	...	...	105	403	99	400	21
8	30	24	59	19	68	16	52	22
48	200	712	1,410	738	4,300	122	676	25
4	14	...	...	58	277	24	171	26
79,237	6,07,045	89,932	4,20,410	88,209	8,70,071	27,355	2,52,384	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	VI—Dyes					
			(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
37	38	39	40	41	42	43	44	45
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	8,163	1,55,549	10,372	1,29,165	3,252	52,069
		2' 6" gauge.						
29	...	Arrah-Sasaram Light ...	...	...	6	28	...	...
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	13	69	67	213	...	1
34	...	Bengal Provincial ...	...	...	...	...	...	...
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
36	...	Champaner-Shivrajpur Light ...	...	...	...	...	...	...
39	...	Cutch State	...	...	...	...	...	...
40	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
41	...	Dholpur-Bari	1	3	...	...	...	...
43	...	Godhra-Lunavada ...	...	...	...	...	...	...
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District	...	...	...	...	...	...
46	...	Madaya Light	...	...	...	...	...	Information
1	(*d*).	Mayurbhanj State ...	...	...	3	7	...	...
47	...	Nadiad-Kapadvanj ...	...	...	...	1	...	1
1	(*f*)	Parlakimedi Light ...	...	1	1	2	...	...
25	(*e*)	Powayan Light	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	2	7	1	4	...	1
49	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
50	...	Darjeeling-Himalayan ...	...	...	4	94	...	...
51	...	Darjeeling Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura...	...	...	...	...	...	Information
		Total 1914-15 ...	8,179	1,55,629	10,453	1,29,509	3,252	52,072
		Total 1913-14 ...	12,949	2,40,779	12,383	1,53,671	2,694	42,031
		Increase ...	...	...	...	...	558	10,041
		Decrease ...	4,770	85,150	1,930	24,162	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

and is therefore not the same as the total production and imports.]

continued on following page.

AND TANS.

(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
46	47	48	49	50	51	52	53	54
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
79,237	6,07,045	89,932	4,20,410	38,209	8,70,071	27,355	2,52,384	
2	7	...	...	40	117	4	10	29
not available	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
21	81	77	271	190	599	114	386	33
...	...	...	...	3	8	1	2	34
...	...	...	...	...	...	...	...	35
...	...	...	...	3	3	...	...	38
32	88	...	...	...	...	15	41	39
...	...	...	...	...	...	157	200	40
1	3	...	...	3	12	23	70	41
...	...	...	...	5	20	4	15	43
not available.	...	...	...	...	...	...	...	44
1	1	...	...	2	7	14	17	45
not available	...	...	...	...	...	...	...	46
344	634	7	21	8	24	3	10	1
...	1	3	11	13	38	9	38	47
206	166	123	86	86	77	1	1	1
...	...	...	...	...	...	...	...	25
...	...	14	44	53	224	3	14	48
...	...	...	...	...	...	...	...	49
...	...	...	...	8	172	33	743	50
not available.	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available.	...	...	...	...	...	...	...	58
79,844	6,08,026	90,156	4,20,843	88,623	8,71,372	27,736	2,53,931	
86,972	6,89,291	83,208	4,15,958	108,759	11,74,703	31,833	3,00,203	
...	...	6,948	4,885	...	...	...	...	
7,128	81,265	...	...	20,136	3,03,331	4,097	46,272	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	VI—*concld.*		VII.			
			Dyes and tans—*concld.*		Fodder.			
			Total.		(1) Oil-cake.		(2) Hay, straw and grass.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
55	56	57	58	59	60	61	62	63
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	46,786	3,96,083	13,744	71,099	10,894	36,653
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	9,641	1,43,200	11,375	70,395	85,467	5,63,228
3	(*a*) to (*d*)	Eastern Bengal	4,314	31,985	18,135	60,615	21,895	48,523
4	(*a*) to (*c*)	East Indian	21,217	1,67,142	76,871	3,35,132	53,379	2,17,934
5	(*a*) to (*i*)	Great Indian Peninsula ...	60,749	6,20,538	19,099	1,33,609	1,30,210	10,09,547
6	(*a*) to (*l*)	Madras and Southern Mahratta	70,367	4,26,079	13,215	67,057	14,274	77,728
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	10,802	61,876	4,692	29,070	5,896	33,619
8	(*a*) to (*g*)	North Western ...	21,839	2,02,555	37,467	1,11,350	113,208	7,45,772
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	6,489	50,495	8,176	34,609	39,069	1,41,465
10	(*a*) to (*k*)	South Indian	16,982	1,01,360	21,698	1,18,257	5,247	13,574
		3′ 3½″ gauge.						
11	...	Assam-Bengal	345	2,470	4,912	16,286	421	935
12	(*a*) & (*b*)	Bengal and North-Western ...	12,132	1,04,822	13,326	39,415	16,607	65,739
13	(*a*) & (*b*)	Bengal Dooars	121	790	1,403	9,859	3	29
14	(*a*) & (*b*)	Bhavnagar State ...	444	1,887	1,368	4,523	143	258
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	9,665	82,023	5,793	36,955	50,364	3,80,354
15	(*a*) to (*c*)	Burma	4,976	48,981	3,222	20,768	536	1,639
17	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...
18	(*a*) to (*c*)	Gondal-Porbandar State ...	409	1,111	594	1,640	1,186	3,061
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	1,477	8,799	1,118	5,128	1,159	1,490
19	...	Jamnagar	84	216	15	41	156	408
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	5,117	22,632	353	1,239	9,296	47,714
21	...	Junagad State	229	913	94	251	967	1,224
22	...	Morvi	72	234	10	31	709	1,650
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	2,165	9,968	577	1,856	22,572	1,09,088
26	...	Udaipur-Chitorgarh ...	98	534	1	8	153	470
		Carried over ...	306,520	24,86,693	257,258	12,19,193	583,811	35,22,052

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

and is therefore not the same as the total production and imports.]

				VIII.		IX—(*continued on following page*).		Numbers.
						Grain and pulse.		
(3) Bran.		Total.		Fruits and vegetables, fresh.		(1). Gram and pulse.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
64	65	66	67	68	69	70	71	72
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
4,744	34,531	29,382	1,42,283	16,686	1,38,869	105,759	8,05,753	1
9,707	72,194	106,549	7,25,817	38,005	2,00,724	85,118	5,72,905	2
977	8,427	41,007	1,12,565	46,960	1,94,035	90,658	3,08,654	3
8,256	41,671	138,506	6,44,737	22,763	1,99,382	292,596	17,84,030	4
32,066	2,35,487	181,375	13,78,643	46,132	3,62,322	283,875	26,82,069	5
15,729	75,725	43,218	2,20,510	84,283	5,40,490	179,180	12,69,190	6
3,321	22,835	13,909	85,524	2,784	19,976	23,668	1,31,911	7
39,740	1,71,526	190,415	10,28,648	59,296	4,40,713	440,947	29,13,019	8
...	...	47,245	1,76,074	21,136	1,09,956	118,204	4,96,432	9
3,685	16,647	30,630	1,48,478	79,983	4,96,831	104,313	4,78,724	10
1,311	7,010	6,644	24,231	6,117	37,306	11,122	62,946	11
5,488	20,417	35,421	1,25,571	125,546	3,00,627	117,697	5,17,685	12
283	1,876	1,689	11,764	197	1,542	4,613	14,378	13
238	1,021	1,749	5,802	2,611	9,035	2,545	8,643	14
7,072	39,077	63,229	4,56,386	38,376	2,61,142	138,273	10,42,412	2
21,761	64,230	25,519	86,637	60,766	5,08,399	59,812	5,19,905	15
...	...	...	...	...	...	2,135	12,357	17
115	260	1,895	4,961	2,753	6,232	3,456	8,735	18
1,058	5,073	3,335	11,691	504	3,704	15,856	1,23,425	7
192	531	363	980	638	1,981	853	1,684	19
1,453	3,983	11,102	52,936	5,859	26,365	46,781	1,62,656	20
190	510	1,251	1,985	1,789	5,165	1,564	4,013	21
337	1,246	1,056	2,927	1,930	6,821	2,187	8,023	22
498	2,150	23,647	1,13,044	6,441	43,226	18,637	46,689	25
5	18	159	496	188	1,042	894	2,833	26
158,226	8,21,445	992,295	55,62,690	671,693	39,15,885	2,150,743	1,39,79,071	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	VI—*concld.*		VII			
			Dyes and tans—*concld.*		Fodder.			
			Total.		(1) Oil-cake.		(2) Hay, straw and grass.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
55	56	57	58	59	60	61	62	63
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	306,520	24,86,693	257,258	12,19,193	583,811	35,22,052
		2′ 6″ gauge.						
29	...	Arrah-Sasaram Light ...	51	157	159	288	1	3
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	462	1,620	121	410	2,124	12,047
34	..	Bengal Provincial ...	4	10	1,666	2,327	15	20
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	3	3	3	5	16	25
39	...	Cutch State	47	129	...	...	...	...
40	...	Dehri-Rohtas Light ...	157	200	1	3	2	4
41	...	Dholpur-Bari	28	88	25	58	112	204
43	...	Godhra-Lunavada ...	9	35	2	5	13	39
44	...	Jessore-Jhenidah ...	...	...	...	...	..	Information
45	...	Kolar District	17	25	41	41	...	...
46	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	365	696	15	39	7	19
47	...	Nadiad-Kapadvanj ...	25	90	316	516	68	179
1	(*f*)	Parlakimedi Light ...	417	333	4	2	27	19
25	(*e*)	Powayan Light	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	73	294	2,649	6,344	14	40
49	...	Tezpore-Balipara Light ...	...	...	868	2,364	...	565
		2′ 0″ gauge.						
50	...	Darjeeling-Himalayan ...	45	1,009	112	097	17	286
51	...	Darjeeling-Himalayan Extensions.	...	...	...	..	...	Information
52	...	Gwalior Light	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura ...	...	...	...	...	...	Information
		Total 1914-15 ...	308,243	24,91,382	263,240	12,32,692	586,226	35,35,502
		Total 1913-14 ...	338,798	29,89,636	241,369	11,63,451	581,390	29,33,755
		Increase ...	...	...	21,871	69,241	4,836	6,01,747
		Decrease ...	30,555	4,28,254	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

and is therefore not the same as the total production and imports.]

(3) Bran.		Total.		VIII. Fruits and vegetables, fresh.		IX—(*continued on following page*). Grain and pulse. (1) Gram and pulse.		Numbers. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
64	65	66	67	68	69	70	71	72
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
158,226	3,21,445	999,295	55,62,690	671,693	39,15,885	2,150,743	1,39,79,071	
...	1	160	292	86	252	2,090	3,141	29
not available	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
...	...	2,245	12,457	96	286	7,182	26,942	33
10	12	1,691	2,359	2,821	3,199	33	50	34
...	...	...	...	...	...	...	...	35
...	1	19	31	1	2	32	61	38
2	6	2	6	50	113	424	1,079	39
...	...	3	7	8	9	42	53	40
...	...	137	262	28	61	2,110	4,072	41
11	28	26	72	8	19	262	683	43
not available	...	...	...	...	...	...	...	44
21	21	62	62	...	...	261	274	45
not available	...	...	...	...	...	...	...	46
34	95	56	153	60	177	169	410	1
5	8	369	703	308	776	1,047	2,489	47
18	20	49	41	95	93	1,175	1,013	1
...	...	...	...	...	...	389	436	25
8	8	2,671	6,393	294	1,414	7,922	17,050	48
...	...	868	2,929	...	...	556	2,416	49
72	1,618	201	3,001	68	1,375	1,177	12,194	50
not available	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...		...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available	...	...	...	...	...	...	...	59
158,407	3,22,263	1,007,874	55,91,457	675,616	39,23,681	2,175,614	1,40,51,925	
160,699	7,39,325	983,453	48,86,531	628,646	36,55,672	2,447,648	1,56,95,106	
...	32,938	24,416	7,04,926	46,970	2,68,009	...	...	
2,292	...	...	...	...	...	272,034	16,43,181	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(2) Jawar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
73	74	75	76	77	78	79	80	81
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	5,473	20,546	68,440	1,75,022	229,826	16,24,106
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	114,568	9,57,484	15,995	52,902	71,720	5,53,839
3	(*a*) to (*d*)	Eastern Bengal	...	...	176,330	5,28,064	268,408	10,27,460
4	(*a*) to (*c*)	East Indian	122,378	4,94,901	101,121	3,55,021	561,292	43,72,078
5	(*a*) to (*i*)	Great Indian Peninsula ...	420,155	38,16,810	3,028	11,677	148,280	9,86,251
6	(*a*) to (*l*)	Madras and Southern Mahratta	87,107	5,32,185	123,217	5,52,761	308,660	19,53,109
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	29,718	1,32,477	923	5,826	62,119	4,39,983
8	(*a*) to (*g*)	North Western	172,549	8,18,875	39,961	1,17,569	198,708	12,32,797
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	66,136	3,25,546	8,728	37,400	133,162	5,77,147
10	(*a*) to (*k*)	South Indian	31,701	1,64,466	190,330	8,52,041	242,004	10,70,333
		***3′ 3½″ gauge.**						
11	...	Assam-Bengal	...	...	58,881	2,17,297	93,490	4,74,676
12	(*a*) & (*b*)	Bengal and North-Western ...	10,801	58,162	58,426	1,97,584	212,789	8,49,047
13	(*a*)* & (*b*)	Bengal Duars	...	...	7,219	14,870	27,361	82,812
14	(*a*) & (*b*)	Bhavnagar State ...	10,537	29,431	245	538	11,169	40,882
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	103,051	7,08,915	3,242	15,118	58,392	3,23,283
15	(*a*) to (*c*)	Burma	4,031	46,907	873,219	41,41,630	245,031	12,46,811
17	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	27,188	1,05,360
18	...	Gondal-Porbandar State ...	12,368	28,715	672	1,860	7,010	19,859
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad Godavari Valley.	48,919	3,16,837	395	646	23,970	1,44,580
19	...	Jamnagar	3,104	4,149	134	227	1,906	2,087
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	43,211	1,40,334	1,989	4,629	33,198	1,36,560
21	...	Junagad State	6,901	18,411	138	321	2,923	8,827
22	...	Morvi	4,747	16,386	210	601	512	1,519
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	15,370	40,197	8,170	24,778	12,693	82,585
26	...	Udaipur-Chitorgarh ...	54	137	...	4	1,020	3,919
		Carried over ...	1,322,879	86,78,871	1,741,083	73,08,386	2,982,831	1,73,03,910

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

railway in India and is therefore not the same as the total production and imports.]

IX—*concld.*

GRAIN AND PULSE—*concld.*

(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
82	83	84	85	86	87	88	89	90
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
53,977	4,65,402	9,288	61,836	7,835	36,050	480,293	31,38,715	1
102,030	6,57,888	11,573	80,830	66,109	3,53,874	467,113	32,38,722	2
2,037	7,484	16,848	1,03,676	6,177	25,444	530,458	20,00,782	3
235,884	16,87,809	43,999	3,31,914	98,067	4,61,838	1,455,337	94,87,591	4
232,830	19,21,284	26,060	2,13,752	26,552	1,97,402	1,150,780	98,29,245	5
35,560	2,66,872	12,235	1,10,313	44,582	3,00,676	790,541	49,85,106	6
3,458	21,743	2,715	19,086	1,638	9,444	124,309	7,67,470	7
1,262,079	1,43,90,735	98,406	4,23,741	158,521	9,92,781	2,371,171	2,08,89,517	8
121,779	5,22,107	20,635	1,14,591	115,190	5,29,189	583,834	23,02,412	9
1,125	7,158	6,870	46,838	27,975	1,42,633	604,318	27,62,193	10
14	53	2,186	15,753	129	700	165,822	7,71,425	11
91,066	4,53,570	8,814	64,572	169,217	7,70,055	668,810	29,10,675	12
8	39	1,045	5,818	578	2,127	40,524	1,20,044	13
8,937	29,331	201	714	5,263	24,126	38,897	1,33,665	14
137,664	10,08,784	14,655	1,10,084	117,952	9,19,272	573,229	41,27,868	2
3,240	20,437	9,203	81,378	2,238	20,541	1,196,774	60,77,609	15
...	...	...	...	597	3,714	29,920	1,21,431	17
10,734	22,296	365	976	3,850	10,154	38,455	92,595	18
5,932	45,168	406	2,616	355	2,404	95,833	6,35,676	7
4,332	9,460	138	289	1,407	2,754	11,874	20,650	19
59,088	2,48,482	3,612	18,199	42,507	1,32,823	230,386	8,43,683	20
2,608	5,855	128	446	1,714	3,784	15,976	41,657	21
4,236	15,159	128	471	535	1,695	12,575	43,854	22
19,489	42,835	2,725	11,015	35,296	97,448	112,380	2,95,547	25
239	645	137	598	2,210	5,880	4,554	14,016	26
2,398,346	2,18,50,596	292,372	18,28,506	936,214	50,46,808	11,824,468	7,60,02,148	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(2) Jawar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
73	74	75	76	77	78	79	80	81
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	1,322,879	86,78,871	1,741,083	73,08,356	2,982,831	1,73,09,910
		2' 6" gauge.						
29	...	Arrah-Sasaram Light ...	1	3	104	216	1,083	2,043
30	...	Bangalore-Chik Ballapur Light	...	...	...	...		Information
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	19,318	59,511	399	1,040	3,310	11,187
34	...	Bengal Provincial ...	...	...	3,718	5,014	82	116
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	7	13	6	11	67	150
39	...	Cutch State	1,615	3,344	...	...	1,683	4,157
40	...	Dehri-Rohtas Light ...	...	...	1	2	247	327
41	...	Dholpur-Bari	1,626	3,651	...	...	300	644
43	...	Godhra-Lunavada ...	40	77	16	31	17	48
44	...	Jessore-Jhenidah ...	...	...	...	...		Information
45	...	Kolar District	...	...	55	68	726	1,093
46	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	...	...	284	643	2,969	4,658
47	...	Nadiad-Kapadvanj ...	222	527	130	405	788	1,738
1	(*f*)	Parlakimedi Light ...	...	...	2,700	2,183	141	89
25	(*e*)	Powayan Light	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	11,829	22,205	978	1,542	1,980	4,612
49	...	Tezpore-Balipara Light ...	...	...	...	...	716	3,328
		2' 0" gauge.						
50	(*a*)	Darjeeling-Himalayan ...	...	3	26	234	15,181	1,69,605
51	(*a*)	Darjeeling Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light ...	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light ...	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura...	...	...	...	...	...	Information
		Total 1914-15 ...	1,357,537	87,68,205	1,749,500	73,19,775	3,012,074	1,75,13,705
		Total 1913-14 ...	769,764	49,54,997	1,932,272	79,13,024	2,645,345	1,47,07,938
		Increase ...	587,773	37,83,208	...	...	366,729	28,05,767
		Decrease ...	...	...	182,772	5,93,249	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

and is therefore not the same as the total production and imports.]

IX—*concld.*

GRAIN AND PULSE—*concld.*

(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
82	83	84	85	86	87	88	89	90
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
2,398,346	2,18,50,596	292,372	18,28,506	936,214	50,46,808	11,824,468	7,60,02,148	
1,432	1,742	53	132	142	270	4,905	7,547	29
not available	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
1,292	4,094	126	373	213	641	31,840	1,03,788	33
...	...	73	101	9	13	3,915	5,294	34
...	...	...	...	...	...	...	...	35
17	41	131	336	22	54	282	666	38
1,105	2,818	7	16	219	331	5,003	11,745	39
1	2	...	...	...	...	291	384	40
1,009	2,230	35	99	197	456	5,277	11,752	41
41	109	7	26	379	868	762	1,742	43
not available	...	...	...	...	...	...	...	44
5	5	1	1	552	576	1,600	2,017	45
not available	...	...	...	...	...	...	...	46
5	14	40	126	1	2	3,468	5,853	1
501	1,242	48	183	399	376	3,135	7,451	47
21	18	13	13	326	277	4,376	3,593	1
1,126	1,781	...	...	330	1,609	2,345	3,826	25
21,192	64,638	223	442	10,089	22,086	54,213	1,32,575	48
...	...	...	...	...	...	1,272	5,744	49
167	2,694	1,403	23,157	234	3,646	18,191	2,11,533	50
not available	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available	...	...	...	...	...	...	...	58
2,426,260	2,19,32,024	294,532	18,53,511	949,826	50,78,513	11,965,343	7,65,17,658	
3,248,403	2,90,18,538	309,222	19,33,015	1,230,087	72,66,740	12,582,741	8,15,14,358	
...	...	...	...	...	...	...	...	
822,143	70,81,514	14,690	79,504	280,261	21,88,227	1,617,398	49,96,700	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of railway (Detailed in "Index" to Appendix 1).		Railway system.	X. Hides and skins.							
			(1) Hides of cattle.				(2) Skins of sheep, etc.			
			(a) Dressed or tanned.		(b) Raw.		(a) Dressed or tanned.		(b) Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
91	92	93	94	95	96	97	98	99	100	101
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	...	...	13,161	1,41,273	...	...	2,617	13,395
2	(*a*) to (*c*), & (*m*) to (*r*).	Bombay, Baroda and Central India.	...	27	2,294	24,296	33	383	2,996	31,054
3	(*a*) to (*d*)	Eastern Bengal	...	...	15,426	98,439	...	...	1,561	9,669
4	(*a*) to (*c*)	East Indian	204	2,246	22,551	3,55,474	21	186	8,071	90,160
5	(*s*) to (*t*)	Great Indian Peninsula ...	5	73	11,171	2,09,315	...	7	13,268	1,77,860
6	(*a*) to (*l*)	Madras and Southern Mahratta	1,157	11,670	13,322	1,18,801	2,537	29,644	26,290	2,15,034
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...	...	1,153	9,784	...	...	1,919	17,537
8	(*a*) to (*g*)	North Western	7	75	17,045	1,91,058	97	1,381	14,156	1,55,534
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	...	...	7,066	55,178	...	...	3,987	22,855
10	(*a*) to (*k*)	South Indian	1,560	18,237	3,843	27,979	1,587	24,168	9,064	61,130
		3′ 3½″ gauge.								
11	...	Assam-Bengal	...	...	1,171	8,966	...	...	81	608
12	(*a*) & (*b*)	Bengal and North-Western ...	...	...	8,008	64,666	...	...	2,043	12,934
13	(*a*) & (*b*)	Bengal Dooars	...	...	213	1,558	...	....	8	62
14	(*a*) & (*b*)	Bhavnagar State ...	4	11	116	567	...	...	112	643
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	17	161	4,273	50,958	1	5	3,063	28,016
15	(*a*) to (*e*)	Burma	73	801	4,920	51,931	...	4	108	976
17	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...	...	...
18	(*a*) to (*c*)	Gondal-Porbandar State ...	77	230	5	21	9	28	283	920
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	....	...	647	5,994	...	...	555	5,220
19	...	Jamnagar	3	9	26	115	4	19	26	111
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	34	125	2,521	12,001	...	...	1,012	7,140
21	...	Junagad State	...	1	63	215	...	1	74	308
22	...	Morvi	56	213	55	223	25	125	38	203
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	...	1,390	7,493	...	...	369	1,661
26	...	Udaipur-Chitorgarh ...	...	...	7	24	...	...	117	592
		Carried over ...	3,197	33,909	130,447	14,36,334	4,314	55,951	91,818	8,53,627

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

and is therefore not the same as the total production and imports.]

		XI.		XII.		XIII—*continued on following page.*		Number.
						Jute.		
Total.		Horns.		Hemp (Indian) and other fibres excluding jute.		(1) Raw.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
102	103	104	105	106	107	108	109	110
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
15,778	1,54,668	499	3,905	16,550	1,09,816	38,225	96,200	1
5,323	55,760	60	945	4,757	68,318	51	554	2
16,987	1,08,103	44	308	18,461	12,726	969,328	54,95,267	3
30,847	4,48,066	857	7,016	37,296	2,77,979	104,063	2,29,710	4
24,444	3,87,255	726	10,607	10,290	1,40,639	253	5,384	5
43,306	3,75,149	524	4,166	5,258	28,362	4,506	24,721	6
3,072	27,321	64	518	766	5,016	11	76	7
31,305	3,48,048	327	2,452	1,816	20,445	47	385	8
11,053	78,033	601	3,086	13,368	57,478	125	887	9
16,054	1,31,514	105	863	5,350	33,620	9	85	10
1,252	9,574	3	47	166	646	84,329	2,28,519	11
10,051	77,600	81	477	14,272	1,04,362	10,574	61,599	12
221	1,620	1	3	...	...	15,324	46,432	13
232	1,226	3	13	...	...	...	...	14
7,354	79,140	70	593	5,384	25,259	354	3,060	2
5,101	53,712	37	390	...	1	4	43	15
...	...	...	...	...	...	...	...	17
374	1,229	4	17	...	...	4	16	18
1,202	11,214	29	221	84	609	...	3	7
59	254	...	...	...	...	1	3	19
3,567	19,266	3	28	209	1,071	102	417	20
137	525	...	...	...	...	5	23	21
174	764	1	3	1	7	...	...	22
1,759	9,159	52	208	6,606	22,606	224	1,062	25
124	616	...	...	2	6	2	14	26
229,776	23,79,321	4,091	35,866	140,636	9,08,966	1,222,539	61,94,460	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	X. HIDES AND SKINS.							
			(1) Hides of cattle.				(2) Skins of sheep, etc.			
			(a) Dressed or tanned.		(b) Raw.		(a) Dressed or tanned.		(b) Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
91	92	93	94	95	96	97	98	99	100	101
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	3,197	33,909	130,447	14,36,334	4,314	55,951	91,818	8,53,627
		2′ 6″ gauge.								
29	...	Arrah-Sasaram Light ...	...	...	5	19	...	...	10	22
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	...	Information	
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...
33	...	Barsi Light	...	...	67	352	...	...	120	510
34	...	Bengal Provincial ...	...	...	11	17	...	...	...	...
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	...	...	4	11	...	...	1	3
39	...	Cutch State	...	...	...	...	...	...	...	...
40	...	Dehri-Rohtas Light ...	...	...	2	4	...	...	...	...
41	...	Dholpur-Bari	...	...	10	32	...	...	5	18
43	...	Godhra-Lunavada ...	...	...	5	14	...	...	16	56
44	...	Jessore-Jhenidah ...	...	...	...	...	...	...	Information	
45	...	Kolaistrict	...	...	2	3	...	...	6	7
46	...	Madaya Light	...	...	...	...	...	...	Information	
1	(d)	Mourbhanj State ...	63	180	...	...	5	14	...	...
47	...	Nadiad-Kapadvanj ...	...	...	15	53	...	...	28	104
1	(f)	Parlakimedi Light ...	75	68	...	...	250	213	...	...
25	(o)	Powayan Light	...	...	...	...	...	...	...	...
48	..	Shahdara (Delhi)-Saharanpur Light.	5	18	86	596	...	...	12	60
49	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.								
50	...	Darjeeling-Himalayan ...	...	...	161	2,001	...	...	2	23
51	...	Darjeeling-Himalayan Extensions.	...	...	...	...	...	...	Information	
52	...	Gwalior Light	...	...	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura.	...	...	...	...	...	...	Information	
		Total 1914-15 ...	3,340	34,175	130,815	14,39,436	4,569	56,178	92,018	8,54,430
		Total 1913-14 ...	1,542	13,949	134,175	15,42,294	3,568	46,790	108,349	10,46,550
		Increase ...	1,798	20,226	...	...	1,001	9,388	...	...
		Decrease ...	...	...	3,360	1,02,858	...	...	16,331	1,92,120

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

and is therefore not the same as the total production and imports.]

TOTAL.		XI. Horns.		XII. Hemp (Indian) and other fibres excluding jute.		XIII—*continued on following page.* JUTE. (1) Raw.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
102	103	104	105	106	107	108	109	110
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
229,776	23,79,821	4,091	35,866	140,636	9,06,966	1,222,539	61,94,4 60	
15	41	...	...	...	...	3	8	29
not available.	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
187	862	2	10	96	439	1	10	33
11	17	...	...	1	1	691	1,063	34
...	...	...	...	...	...	...	...	35
5	14	...	...	...	...	...	...	38
...	...	...	...	57	155	...	...	39
2	4	...	...	...	...	...	...	40
15	50	...	...	8	29	...	...	41
21	70	...	...	2	7	...	1	43
not available.	...	...	...	...	...	...	...	44
8	10	...	...	...	...	...	...	45
not available.	...	...	...	...	...	...	...	46
68	194	1	4	...	...	...	...	1
43	157	1	2	...	...	...	...	47
325	281	1	1	...	...	...	...	1
...	...	...	...	...	...	...	...	25
103	674	6	29	85	317	9	35	48
...	...	...	...	...	...	...	...	49
163	2,024	5	99	...	...	4	92	50
not available.	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available.	..	...	...	...	...	...	...	58
2,30,742	23,54,219	4,107	36,011	140,885	9,09,914	1,223,247	61,95,674	
2 47,634	26,49,583	7,273	63,503	159,703	10,48,448	1,398,747	81,92,903	
...	...	...	...	...	...	...	...	
16,892	2,65,364	3,166	27,492	18,818	1,38,534	175,500	19,97,229	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railway system.	XIII—*concld.*				XIV.	
			Jute—*concld.*					
			(2) Gunny bags and cloth.		Total.		Lac.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
111	112	113	114	115	116	117	118	119
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	45,384	4,21,723	78,609	5,17,923	22,780	2,17,557
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	14,411	1,18,817	14,462	1,19,371	153	1,197
3	(*a*) to (*d*)	Eastern Bengal ...	29,649	96,139	998,975	55,91,406	1,140	6,614
4	(*a*) to (*c*)	East Indian	64,586	8,81,948	168,649	11,11,658	24,727	3,55,249
5	(*a*) to (*i*)	Great Indian Peninsula ...	49,341	4,58,442	50,094	4,63,826	1,028	10,887
6	(*a*) to (*l*)	Madras and Southern Mahratta	32,614	2,35,816	37,120	2,60,537	111	1,299
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	3,146	24,177	3,157	24,253	20	206
8	(*a*) to (*q*)	North Western ...	65,854	5,33,004	65,901	5,33,389	470	4,671
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	11,761	71,882	11,886	72,769	286	1,140
10	(*a*) to (*k*)	South Indian	17,512	1,18,250	17,521	1,18,335	293	1,900
		3′ 3½″ gauge.						
11	...	Assam-Bengal	1,242	7,553	85,571	2,36,072	798	4,914
12	(*a*) & (*b*)	Bengal and North-Western ...	18,687	1,16,421	29,261	1,78,020	1,212	7,088
13	(*a*) & (*b*)	Bengal Dooars	395	2,940	15,719	49,372	...	...
14	(*a*) & (*b*)	Bhavnagar State ...	1,197	4,461	1,197	4,461	5	17
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	19,835	1,27,503	20,189	1,30,563	472	4,376
15	(*a*) to (*c*)	Burma	19,851	85,260	19,855	85,303	158	2,233
17	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...
18	(*a*) to (*c*)	Gondal-Porbandar State ...	1,067	3,093	1,071	3,109	3	13
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	3,067	24,152	3,067	24,155	17	133
19	...	Jamnagar	168	448	169	451	...	2
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	11,710	41,960	11,812	42,377	257	1,268
21	...	Junagad State ...	425	1,338	430	1,361	...	...
22	...	Morvi	273	1,020	273	1,020	8	23
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	2,849	10,579	3,073	11,641	69	319
26	...	Udaipur-Chitorgarh ...	140	707	142	721	3	28
		Carried over ...	415,664	33,87,633	1,638,203	95,82,093	54,010	6,21,139

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XV. LEATHER.						XVI—*continued on following page.* LIQUORS.				NUMBER.
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		TOTAL.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
120	121	122	123	124	125	126	127	128	129	130
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
901	9,961	...	...	901	9,961	487	5,884	3,296	32,835	1
2,073	25,123	404	7,401	2,477	32,524	1,318	25,979	7,842	58,656	2
22	121	30	214	52	335	348	4,151	1,663	16,944	3
1,699	40,099	516	10,092	2,215	50,191	4,966	51,325	5,209	76,953	4
1,491	22,525	855	22,950	2,346	45,475	4,671	50,400	9,741	87,299	5
8,441	1,26,605	1,282	20,978	9,723	1,47,583	4,347	31,256	9,357	71,437	6
1,456	19,064	50	475	1,506	19,539	785	5,930	259	4,588	7
3,894	58,339	677	12,454	4,571	70,793	6,239	81,215	7,668	1,35,961	8
81	712	177	1,607	258	2,319	2,629	21,818	2,028	20,771	9
343	2,744	86	834	429	3,578	2,956	29,521	6,281	59,042	10
...	3	4	57	4	60	279	3,233	1,354	8,964	11
130	670	37	643	167	1,313	40	256	2,119	17,537	12
...	6	...	6	...	12	11	163	418	3,651	13
195	886	57	186	252	1,072	...	3	101	435	14
1,388	12,492	146	1,913	1,534	14,405	1,083	7,932	2,258	19,406	2
237	3,114	50	824	287	3,938	2,774	23,374	711	17,087	15
...	...	...	...	...	...	...	...	...	...	17
70	298	58	231	128	529	...	...	96	363	18
15	149	52	840	67	989	7	110	21	302	7
6	23	2	10	8	33	1	1	5	27	19
686	6,484	166	1,376	852	7,860	24	189	658	4,522	20
11	26	10	37	21	63	2	6	4	20	21
61	297	30	147	91	444	3	17	50	278	22
4	36	15	123	19	159	236	1,315	405	2,509	25
11	62	1	6	12	68	...	2	8	83	26
23,215	3,29,839	4,705	83,404	27,920	4,13,243	33,206	3,44,060	61,555	6,39,665	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XIII—*concld.*				XIV.	
			Jute—*concld.*					
			(2) Gunny bags and cloth.		Total.		Lac.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
111	112	113	114	115	116	117	118	119
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	415,664	33,87,683	1,638,203	95,82,093	54,010	621,139
		2′ 6″ gauge.						
29	...	Arrah-Sasaram Light ...	98	262	101	270	2	10
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	1,874	7,251	1,875	7,261	1	6
34	...	Bengal Provincial ...	11	29	702	1,097	2	2
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shirajpur Light	11	28	11	28	...	...
39	...	Cutch State	50	84	50	84	...	...
40	...	Dehri-Rohtas Light ...	18	30	18	30	2	4
41	...	Dholpur-Bari	103	265	103	265	1	4
43	...	Godhra-Lunavada ...	17	58	17	59	...	...
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District ...	39	51	39	51	...	...
46	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	115	219	115	219	...	2
47	...	Nadiad-Kapadvanj ...	97	257	97	257	...	...
1	(f)	Parlakimedi Light ...	80	92	80	92	2	2
25	(e)	Powayan Light	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	928	3,060	937	3,095	1	4
49	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
50	...	Darjeeling-Himalayan ...	113	1,643	117	1,735	2	46
51	...	Darjeeling Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura...	...	...	...	...	...	Information
		Total 1914-15 ...	419,218	34,00,962	1,642,465	95,96,636	54,023	6,21,219
		Total 1913-14 ...	386,360	31,23,441	1,785,707	1,13,16,344	46,933	5,58,975
		Increase ...	32,858	2,77,521	...	...	8,090	62,244
		Decrease ...	...	...	143,242	17,19,708	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XV.						XVI—*(continued on following page).*				NUMBER.
LEATHER.						LIQUORS.				
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		TOTAL.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
120	121	122	123	124	125	126	127	128	129	130
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
23,215	3,29,839	4,705	83,404	27,920	4,13,243	33,206	3,44,060	61,555	6,39,665	
...	1	...	...	...	1	...	...	83	312	29
not available	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	...	...	32
...	...	44	253	44	253	1	4	235	1,028	33
...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	7	17	38
15	35	...	...	15	35	...	...	2	4	39
...	...	...	...	...	...	...	...	2	5	40
1	1	...	...	1	1	...	...	...	...	41
...	...	...	...	...	...	...	...	3	11	43
not available	...	...	...	...	...	...	...	...	...	44
2	3	...	...	2	3	...	...	...	...	45
not available	...	...	...	...	...	...	...	...	...	46
...	...	...	...	...	...	...	1	1	4	1
1	4	...	...	1	4	...	...	4	15	47
...	1	...	...	...	1	1	2	226	166	1
...	...	...	...	...	...	...	...	...	...	25
39	139	1	2	40	141	...	...	16	70	48
...	...	...	...	...	...	...	...	...	...	49
4	110	1	37	5	147	349	3,728	175	4,738	50
not available	...	...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	...	...	56
not available	...	...	...	...	...	...	...	...	...	58
23,277	3,30,133	4,751	83,696	28,028	4,13,829	33,557	3,47,795	62,309	6,46,035	
22,617	3,29,645	4,293	75,401	26,910	4,05,046	33,878	4,11,250	64,725	7,07,090	
660	488	458	8,295	1,118	8,783	....	....	....	....	
...	...	...	...	...	...	5,321	63,455	2,416	61,055	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XVI—*concld.*					
			Liquors—*concld.*					
			(3) All other sorts including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass, unwrought.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
131	132	133	134	135	136	137	138	139
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*k*)	Bengal-Nagpur	...	...	3,783	38,669	1,271	12,109
2	(*a*) to (*c*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	7	111	9,167	84,746	2,422	43,850
3	(*a*) to (*d*)	Eastern Bengal	...	...	2,014	21,095	178	2,096
4	(*a*) to (*c*)	East Indian	397	2,627	10,572	1,30,905	4,643	62,235
5	(*a*) to (*i*)	Great Indian Peninsula ...	32	172	14,444	1,37,871	4,510	59,549
6	(*a*) to (*l*)	Madras and Southern Mahratta	10,896	60,413	24,600	1,63,136	1,978	19,812
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	6,772	34,897	7,816	45,410	302	2,517
8	(*a*) to (*g*)	North Western	170	2,490	14,077	2,19,666	1,552	19,836
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	5	77	4,662	42,666	915	4,854
10	(*a*) to (*k*)	South Indian	1,354	5,420	10,591	93,983	1,664	14,165
		3′ 3½″ gauge.						
11	...	Assam-Bengal	...	...	1,633	12,197	43	410
12	(*a*) & (*b*)	Bengal and North-Western ...	...	...	2,159	17,793	1,006	8,570
13	(*a*) & (*b*)	Bengal Dooars	...	...	429	3,814	29	203
14	(*a*) & (*b*)	Bhavnagar State ...	...	...	101	488	86	282
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	28	277	3,369	27,615	2,334	24,426
15	(*a*) to (*c*)	Burma	456	1,767	3,943	42,228	30	280
17	(*a*) & (*b*)	Dibru-Sadiya	405	3,121	405	3,121	...	...
18	(*a*) to (*c*)	Gondal-Porbandar State ...	1	3	97	366	30	288
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	2,218	17,970	2,246	18,382	28	292
19	...	Jamnagar	31	153	37	161	16	46
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	...	13	682	4,728	342	2,560
21	...	Junagad State	40	122	46	148	17	69
22	...	Morvi	4	22	57	317	15	66
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	16	120	657	3,944	106	559
26	...	Udaipur-Chitorgarh ...	...	3	8	38	20	130
		Carried over ...	22,834	1,29,778	117,595	11,13,503	23,587	2,73,154

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XVII—(*continued on following page*).

METALS.								Number.
(2) Brass manufactures.		(3) Copper, unwrought.		(4) Copper manufactures.		(5) Iron and Steel.		
						Unwrought (dust, slag, pig and old for re-manufacture).		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
140	141	142	143	144	145	146	147	148
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,359	18,292	801	8,867	137	2,755	55,944	1,39,074	1
839	11,800	1,543	29,101	335	5,126	3,028	40,842	2
2,771	19,089	87	607	1,841	6,928	2	12	3
5,000	63,079	1,168	19,937	629	14,458	51,226	2,14,019	4
3,676	51,727	2,033	25,460	987	14,845	5,095	41,488	5
1,844	20,826	1,000	11,038	536	6,739	2,727	11,082	6
370	3,246	99	890	194	2,485	303	2,156	7
1,614	21,706	990	16,426	776	15,833	7,174	42,183	8
2,020	18,872	189	1,143	206	2,060	2,653	10,223	9
2,394	22,984	372	3,516	393	3,739	5,637	19,505	10
351	3,563	1	7	8	76	563	4,679	11
1,584	18,376	123	1,123	222	2,677	2,143	11,203	12
57	390	2	7	...	...	13	62	13
558	1,839	30	219	416	1,399	...	...	14
1,646	16,595	865	9,248	411	4,850	2,185	13,210	2
337	4,914	9	104	96	1,374	56	337	15
...	...	...	...	...	...	...	...	17
188	718	26	124	241	720	176	493	18
253	2,605	9	58	37	508	12	120	7
58	135	4	20	23	87	...	2	19
313	2,685	57	301	126	984	821	2,907	20
57	217	17	63	52	200	4	17	21
59	305	8	33	32	157	24	91	22
480	2,947	27	176	37	241	356	1,327	25
8	50	5	26	2	12	11	60	26
27,836	3,07,560	9,535	1,23,544	7,739	88,278	140,158	5,55,793	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XVI—*concld.* Liquors—*concld.* (3) All other sorts including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass unwrought.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
131	132	133	134	135	136	137	138	139
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	22,834	1,29,778	117,595	11,13,503	23,587	2,73,154
		2′ 6″ gauge.						
29	...	Arrah-Sasaram Light ...	...	...	83	312	5	11
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	17	59	253	1,091	...	1
34½	...	Bengal Provincial ...	...	...	...	...	...	...
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	...	...	7	17	...	...
39	...	Cutch State	...	...	2	4	5	14
40	...	Dehri-Rohtas Light ...	...	...	2	5	...	...
41	...	Dholpur-Bari	...	...	...	...	...	...
43	...	Godhra-Lunavada ...	...	...	3	11	...	2
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District ...	18	42	18	42	1	1
46	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	...	...	1	5	1	4
47	...	Nadiad-Kapadvanj ...	...	...	4	15	1	3
1	(*f*)	Parlakimedi Light ...	...	...	227	168	3	5
25	(*c*)	Powayan Light	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	...	...	16	70	41	159
49	...	Tezpore-Balipara Light ...	18	90	18	90	...	...
		2′ 0″ gauge.						
50	...	Darjeeling-Himalayan ...	...	...	524	8,466	19	488
51	...	Darjeeling Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura...	...	...	...	...	...	Information
		Total 1914-15 ...	22,887	1,29,969	118,753	13,28,799	23,663	2,73,342
		Total 1913-14 ...	21,861	1,30,199	125,464	12,48,539	27,904	3,42,493
		Increase ...	1,026	...	...	...	...	...
		Decrease ...	...	230	6,711	1,24,740	4,241	68,651

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

ach railway in India and is therefore not the same as the total production and imports.]

XVII—(*continued on following page*).

METALS.								NUMBER.
(2) Brass manufactures.		(3) Copper unwrought.		(4) Copper manufactures.		(5) IRON AND STEEL. Unwrought (dust, slag, pig and old for remanufacture).		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
140	141	142	143	144	145	146	147	148
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
27,836	3,07,560	9,535	1,28,544	7,739	88,273	140,158	5,55,799	
2	10	...	...	...	1	22	55	29
not available	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
151	678	...	1	26	134	8	42	33
2	4	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	35
2	6	...	...	...	...	...	...	38
26	55	1	3	16	169	...	...	39
...	...	...	...	...	...	...	...	40
5	16	...	...	...	...	114	215	41
1	2	...	...	...	1	3	8	43
not available	...	...	...	...	...	...	...	44
4	8	...	...	...	...	5	6	45
not available	...	...	...	...	...	...	...	46
18	44	...	...	...	1	63	132	1
4	11	...	1	3	12	...	1	47
7	9	1	1	...	...	81	77	1
...	...	...	...	...	...	...	...	25
83	307	...	1	3	18	329	867	48
...	...	...	...	...	...	...	...	49
23	589	17	442	3	71	102	2,032	50
not available	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available	...	...	...	...	...	...	...	58
28,164	3,09,292	9,554	1,28,993	7,790	88,680	140,885	5,59,284	
37,405	4,24,017	11,298	1,58,607	9,191	1,19,997	200,420	7,40,191	
...	...	...	...	...	...	...	...	
9,241	1,14,718	1,744	29,614	1,401	31,317	59,535	1,80,957	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(5) IRON AND STEEL—*concld.* Wrought.					
			(*a*) Bars, sheets, girders and other commercial forms of iron and steel.		(*b*) Machinery and millwork.		(*c*) Other manufactures including hardware and cutlery.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
149	150	151	152	153	154	155	156	157
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*),(*g*)&(*h*)	Bengal-Nagpur	37,338	3,56,147	5,200	49,747	9,670	1,30,539
2	(*a*) to (*e*) & (*m*)to (*r*)	Bombay, Baroda and Central India.	55,961	6,76,214	15,618	2,34,838	8,116	1,08,107
3	(*a*) to (*d*)	Eastern Bengal ...	56,977	3,26,763	4,804	29,553	18,677	1,60,779
4	(*a*) to (*c*)	East Indian	73,397	7,31,337	10,948	1,16,298	31,425	3,60,993
5	(*a*) to (*i*)	Great Indian Peninsula ...	77,997	9,61,998	11,814	1,53,283	18,403	3,01,243
6	(*a*) to (*l*)	Madras and Southern Mahratta	36,007	3,10,976	8,070	78,772	21,018	2,16,751
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	4,635	34,117	1,109	9,425	2,609	25,022
8	(*a*) to (*q*)	North Western ...	66,997	9,38,283	5,395	74,563	20,751	3,16,809
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	14,114	95,776	1,387	11,067	10,072	85,269
10	(*a*) to (*k*)	South Indian	21,282	1,54,733	3,910	34,507	11,773	1,25,428
		3′ 3½″ gauge.						
11	...	Assam-Bengal	13,984	55,010	1,054	10,561	4,848	45,090
12	(*a*) & (*b*)	Bengal and North-Western ...	12,294	65,341	2,247	12,850	6,665	44,959
13	(*a*) & (*b*)	Bengal Dooars	327	2,357	814	10,847	3,775	26,486
14	(*a*) & (*b*)	Bhavnagar State ...	2,635	8,739	913	2,908	1,512	5,098
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	28,908	1,73,443	5,006	36,711	5,937	49,129
15	(*a*) to (*c*)	Burma	11,948	1,13,213	3,920	49,184	6,587	70,368
17	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	2,832	22,281
18	(*a*) to (*c*)	Gondal-Porbandar State ...	1,006	2,755	805	2,119	1,337	3,782
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	4,087	40,957	741	10,001	1,640	15,344
19	...	Jamnagar	419	1,118	151	382	162	585
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	7,824	36,645	1,149	7,602	2,750	17,190
21	...	Junagad State	733	2,146	257	759	391	1,373
22	...	Morvi	356	1,313	275	886	803	3,078
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	2,034	10,004	239	2,049	2,231	11,741
26	...	Udaipur-Chitorgarh ...	288	1,545	81	535	100	496
		Carried over ...	531,548	51,50,930	85,907	9,39,447	194,084	21,47,890

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XVII—*concld.* METALS—*concld.*						XVIII—*continued on following page.* MINERAL SUBSTANCES.		NUMBER.
(6) Metallic ores.		(7) Others.		TOTAL.		(1) Marble and stone.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
158	159	160	161	162	163	164	165	166
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
792,306	12,84,741	3,392	51,067	907,418	20,53,338	91,877	1,59,389	1
22,932	95,251	5,070	77,673	115,864	13,22,802	156,574	3,03,359	2
...	...	27,577	46,914	112,914	5,93,341	43,749	44,230	3
37	745	7,671	1,23,244	186,144	17,56,345	403,499	835,470	4
316,165	23,48,585	4,508	65,418	445,188	40,17,597	188,500	6,76,097	5
53,598	2,60,713	4,606	55,155	131,384	9,91,914	124,416	3,34,008	6
...	...	724	8,454	10,345	88,312	53,627	1,18,540	7
3,561	30,413	4,633	70,745	113,443	15,46,797	416,522	4,25,614	8
3	16	2,713	16,557	34,274	2,46,557	89,459	1,20,752	9
145	297	2,980	30,273	50,550	4,09,147	234,576	2,45,252	10
1	21	1,310	13,616	22,163	1,33,033	17,917	38,210	11
5	47	3,861	29,257	30,155	1,94,403	16,517	67,685	12
...	...	1,402	16,383	6,419	56,735	994	1,840	13
...	...	210	997	6,410	21,431	15,237	15,419	14
1	2	3,525	40,667	50,838	3,68,281	177,778	3,08,648	2
27,626	1,63,717	9,518	1,46,131	60,127	5,49,622	192,558	2,43,443	15
...	...	2,999	19,762	5,831	42,043	8,526	7,787	17
27	139	177	688	4,063	11,782	94,530	77,099	18
...	3	151	1,580	6,958	71,468	3,584	14,130	7
1	4	40	143	874	2,522	5,089	7,673	19
5	31	1,077	7,560	14,464	78,465	47,421	85,516	20
6	27	29	118	1,563	4,989	44,221	25,840	21
...	...	122	575	1,694	6,504	19,925	13,994	22
...	...	722	3,735	6,232	32,779	9,539	12,138	25
...	...	61	470	576	3,324	1,180	2,873	26
1,216,419	41,84,752	89,078	8,27,182	2,325,891	1,46,03,531	2,45 7,815	41,82,180	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(5) IRON AND STEEL—*concld.* Wrought.					
			(a) Bars, sheets, girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures, including hardware and cutlery.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
149	150	151	152	153	154	155	156	157
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	531,548	51,50,930	85,907	9,39,447	194,084	21,47,690
		2′ 6″ gauge.						
29	...	Arrah-Sasaram Light ...	18	58	2	11	17	54
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	4,170	16,447	163	1,152	502	2,543
34	...	Bengal Provincial ...	81	120	2	5	20	40
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light...	156	288	2	5	14	45
39	...	Cutch State	285	738	...	...	7	24
40	...	Dehri-Rohtas Light ...	...	...	...	...	64	132
41	...	Dholpur-Bari	19	197	17	44	50	189
43	...	Godhra-Lunavada ...	110	286	1	6	20	78
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District ...	68	78	...	...	32	48
46	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	108	302	...	...	37	92
47	...	Nadiad-Kapadvanj ...	471	1,090	9	23	66	258
1	(f)	Parlakimedi Light ...	102	88	...	...	40	61
25	(c)	Powayan Light	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	615	1,814	333	1,179	352	1,357
49	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
50	...	Darjeeling-Himalayan ...	522	12,198	166	3,196	489	10,954
51	...	Darjeeling Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura ...	...	...	...	...	...	Information
		Total 1914-15 ...	538,273	51,84,634	86,601	9,45,068	195,794	21,63,765
		Total 1913-14 ...	713,886	68,30,707	100,198	11,53,008	227,514	26,47,596
		Increase ...	...	...	...	...	...	...
		Decrease ...	175,613	16,46,073	13,597	2,07,940	31,720	4,83,831

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XVII—*concld.* METALS—*concld.*						XVIII—*continued on following page.* MINERAL SUBSTANCES.		NUMBER.
(6) Metallic ores.		(7) Others.		TOTAL.		(1) Marble and stone.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
158.	159	160	161	162	163	164	165	166
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,216,419	41,84,752	89,078	8,27,182	2,325,891	1,46,03,531	2,457,815	41,82,180	
...	...	18	55	84	255	13,268	26,643	29
not available	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
...	...	127	520	5,146	21,518	884	2,469	33
...	...	20	26	125	195	775	1,457	34
...	...	...	...	...	...	...	...	35
20,765	17,938	4	8	20,943	18,290	143	212	38
...	...	15	99	355	1,102	40	43	39
...	...	15	32	79	164	9	17	40
...	...	15	52	220	713	18,488	17,343	41
...	...	20	89	155	472	139	170	43
not available	...	...	...	...	...	...	...	44
1	1	5	6	116	148	1	1	45
not available	...	...	...	...	...	...	...	46
...	...	5	15	232	590	144	247	1
...	...	34	134	588	1,533	969	801	47
...	...	22	27	256	268	143	82	1
...	...	...	...	...	...	...	...	25
...	...	177	673	1,933	6,375	3,054	5,821	48
...	...	542	2,832	542	2,832	222	300	49
31	561	200	3,221	1,572	33,752	9	294	50
not available	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available	...	...	...	...	...	...	...	58
1,237,216	42,03,252	90,297	8,34,671	2,358,237	1,46,91,738	2,496,103	42,40,816	
1,834,091	68,62,717	72,377	8,83,597	3,234,284	2,01,62,930	2,812,764	47,34,476	
...	...	17,920	...	...	...	...	...	
596,875	26,59,465	...	48,626	876,047	54,71,192	316,661	4,93,660	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XVIII—*concld.* Mineral substances—*concld.*					
			(2) Chalk and lime.		(3) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
167	168	169	170	171	172	173	174	175
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	152,812	3,29,238	273	1,898	244,962	4,90,525
2	(*a*) to (*s*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	22,226	53,365	13	142	178,813	3,56,866
3	(*a*) to (*d*)	Eastern Bengal	37,087	83,338	...	...	80,836	1,28,068
4	(*a*) to (*c*)	East Indian	188,663	7,67,252	3,362	40,712	595,524	16,43,434
5	(*a*) to (*i*)	Great Indian Peninsula ...	67,690	1,33,952	179	2,200	256,369	8,12,159
6	(*a*) to (*l*)	Madras and Southern Mahratta	56,202	1,02,233	5,879	17,421	186,497	4,53,662
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	695	4,356	1	9	54,323	1,22,905
8	(*a*) to (*g*)	North Western	101,594	2,06,591	11	192	518,127	6,32,397
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	83,892	75,962	272	418	173,623	1,97,132
10	(*a*) to (*k*)	South Indian	27,149	84,063	7,064	16,357	268,789	3,45,672
		3′ 3½″ gauge.						
11	...	Assam-Bengal	8,257	27,897	17	263	26,191	66,370
12	(*a*) & (*b*)	Bengal and North-Western ...	43,584	89,453	57	415	60,158	1,57,553
13	(*a*) & (*b*)	Bengal Dooars	1,088	8,611	6	15	2,088	10,466
14	(*a*) & (*b*)	Bhavnagar State ...	3,215	4,488	...	...	18,452	19,907
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	13,933	33,971	51	400	191,762	3,43,019
15	(*a*) to (*c*)	Burma	24,420	87,087	85	503	217,013	3,31,033
17	(*a*) & (*b*)	Dibru-Sadiya	4,687	7,068	35	199	13,248	15,054
18	(*a*) to (*e*)	Gondal-Porbandar State ...	4,892	7,027	1	6	99,423	84,132
7	(*e*) & (*d*)	Hingoli Branch and Hyderabad Godavari Valley.	318	2,111	...	...	3,902	16,241
19	...	Jamnagar	359	953	1	2	5,449	8,623
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	18,212	28,256	2	12	65,635	1,13,784
21	...	Junagad State	3,882	2,912	3,706	3,729	51,809	33,481
22	...	Morvi	101	222	...	1	20,026	14,217
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	4,624	8,534	7	73	14,170	20,745
26	...	Udaipur-Chitorgarh ...	25	75	...	...	1,205	2,948
		Carried over ...	869,607	21,49,515	20,972	84,967	3,348,394	64,19,398

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

over each railway in India and is therefore not the same as the total production and imports.]

XIX—*continued on following page.*								Number.
Oils.								
(1) Kerosine.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
176	177	178	179	180	181	182	183	184
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
50,245	5,67,140	1,909	17,337	2,418	21,846	3,797	28,708	1
35,201	4,28,222	3,996	34,104	876	13,647	241	1,702	2
245,972	6,08,809	190	1,395	1,485	13,089	17,355	82,506	3
132,462	12,36,838	1,565	13,028	1,864	12,789	10,640	97,956	4
90,976	12,80,364	1,821	16,405	2,593	34,438	68	785	5
94,980	7,13,432	5,743	50,568	7,855	76,201	59	321	6
9,253	77,768	1,624	8,374	117	913	1	34	7
60,308	12,17,866	1,105	11,031	1,609	20,758	3,647	27,261	8
31,177	1,87,823	1,473	12,523	162	609	1,488	6,904	9
61,417	4,20,187	4,141	30,077	8,267	63,217	54	336	10
38,780	1,44,547	55	694	155	1,636	2,749	11,911	11
48,263	2,09,410	979	6,209	210	1,311	4,123	28,965	12
3,270	16,619	47	239	22	143	605	4,014	13
2,232	6,287	301	826	59	142	169	281	14
15,851	74,213	1,643	7,891	369	2,406	1,023	6,450	2
25,359	2,21,828	912	10,523	770	7,654	63	968	15
...	...	...	...	...	...	...	...	17
2,528	6,219	89	283	65	141	26	63	18
4,939	44,872	1,061	7,417	128	1,107	1	4	7
632	705	9	33	11	16	3	10	19
10,286	70,886	288	1,742	137	950	101	305	20
1,956	6,756	27	54	40	150	...	...	21
1,136	3,884	81	217	20	67	14	36	22
3,686	13,040	132	678	8	45	329	1,737	25
353	1,735	25	103	4	24	...	1	26
971,712	75,39,420	29,216	2,31,751	29,244	2,73,299	46,556	3,01,253	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XVIII—*concld.* Mineral substances—*concld.*					
			(2) Chalk and lime.		(3) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
167	168	169	170	171	172	173	174	175
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	869,607	21,49,515	20,972	84,967	3,348,394	64,19,398
		2′ 6″ gauge.						
29	...	Arrah-Sasaram Light ...	95	196	...	...	13,363	26,839
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	252	540	...	...	1,136	3,009
34	...	Bengal Provincial ...	175	254	...	...	950	1,711
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	..
38	...	Champaner-Shivrajpur Light	263	147	...	...	406	359
39	...	Cutch State	39	72	33	15	112	130
40	...	Dehri-Rohtas Light ...	101,512	1,56,467	...	...	101,521	1,56,484
41	...	Dholpur Bari	8	20	...	...	16,496	17,363
43	...	Godhra-Lunavada ...	4	10	...	...	143	180
44	...	Jessore-Jehenidah ...	...	...	...	...	...	Information
45	...	Kolar District ...	...	...	...	...	1	1
46	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj	4	13	9	25	157	285
47	...	Nadiad-Kapadvanj ...	25	66	...	...	994	867
1	(*f*)	Parlakimedi Light ...	1	1	...	...	144	83
25	(*c*)	Powayan Light	...	...	...	...	..	...
48	...	Shahdara (Delhi)-Saharanpur Light.	683	1,789	...	...	3,742	7,610
49	...	Tezpore-Balipara Light ...	419	1,071	...	...	641	1,371
		2′ 0″ gauge.						
50	...	Darjeeling-Himalayan ...	646	6,274	...	...	655	6,568
51	...	Darjeeling Himalayan Extensions.	...	...	...	...	...	In formation
52	...	Gwalior Light ...	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura...	...	...	...	...	...	Information
		Total, 1914-15 ...	973,738	23,16,435	21,014	85,007	3,490,855	66,42 258
		Total, 1913-14 ...	838,807	22,08,495	13,377	1,01,322	3,664,948	70,44,293
		Increase ...	134,931	1,07,940	7,637	...	...	...
		Decrease ...	...	...	...	16,315	174,093	4,02,035

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XIX—*continued on following page.*

Oils.								Numbers.
(1) Kerosine.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.		Main-head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
176	177	178	179	180	181	182	183	184
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
971,712	75,39,420	29,216	2,31,751	29,244	2,73,299	46,556	3,01,253	
354	715	1	6	118	301	161	380	29
not available	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
2,606	10,161	26	91	175	636	...	...	33
115	179	10	16	12	15	76	103	34
...	...	...	...	...	...	...	...	35
20	50	...	...	...	...	...	...	38
196	639	...	...	3	10	...	...	39
5	13	...	...	...	...	...	...	40
107	287	6	19	...	...	6	19	41
31	72	2	7	2	3	...	...	43
not available	...	...	...	...	...	...	...	44
76	81	...	...	2	6	...	...	45
not available	...	...	...	...	...	...	...	46
172	403	2	3	2	5	7	21	1
196	452	148	379	5	11	2	4	47
287	175	7	9	3	3	...	...	1
...	...	...	...	...	...	...	...	25
497	1,491	5	19	...	...	20	72	48
...	...	...	...	...	...	...	...	49
934	11,845	2	44	4	89	596	7,568	50
not available	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available	...	...	...	...	...	...	...	58
977,308	75,65,983	29,425	2,32,344	29,570	2,74,378	47,334	3,09,420	
947,404	73,87,859	25,293	2,10,001	23,770	2,29,718	44,925	2,96,566	
29,904	1,78,124	4,127	22,343	5,800	44,660	2,409	12,860	
...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XIX—*concld.*					
			Oils—*concld.*					
			(5) Others.		Total.		(1) Castor.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
185	186	187	188	189	190	191	192	193
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	10,874	1,04,985	69,243	7,40,016	3,940	21,496
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	10,485	1,19,522	50,799	5,97,197	26,871	2,25,025
3	(*a*) to (*d*)	Eastern Bengal ...	5,667	16,968	270,669	7,22,767	18	217
4	(*a*) to (*c*)	East Indian	7,458	95,227	153,989	14,55,838	32,362	1,98,339
5	(*a*) to (*i*)	Great Indian Peninsula ...	18,688	2,17,720	114,146	15,29,715	30,672	2,12,804
6	(*a*) to (*l*)	Madras and Southern Mahratta	26,194	2,47,303	134,781	10,87,825	26,943	1,05,982
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	919	7,855	11,914	94,944	46,925	2,52,910
8	(*a*) to (*q*)	North Western ...	8,932	1,05,718	75,601	13,82,574	135	916
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	1,951	19,661	36,251	2,27,520	3,025	11,982
10	(*a*) to (*k*)	South Indian	27,252	1,69,769	101,131	6,83,586	5,915	29,412
		3′ 3½″ gauge.						
11	...	Assam-Bengal	965	7,868	42,704	1,66,656	97	283
12	(*a*) & (*b*)	Bengal and North-Western ...	447	3,333	54,022	2,49,228	14,828	46,520
13	(*a*) & (*b*)	Bengal Doears	220	2,216	4,164	23,231	...	...
14	(*a*) & (*b*)	Bhavnagar State ...	1,018	3,122	3,779	10,658	418	1,381
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	4,196	23,051	23,082	1,14,011	25,852	66,480
15	(*a*) to (*c*)	Burma	15,241	1,10,305	42,845	3,51,273	22	203
17	(*a*) & (*b*)	Dibru-Sadiya	14,214	48,073	14,214	48,073	...	...
18	(*a*) to (*c*)	Gondal-Porbandar State ...	705	2,339	3,413	9,075	1,655	3,786
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad Godavari Valley.	1,583	13,652	7,712	67,052	134	735
19	...	Jamnagar	18	59	673	823	2,212	2,372
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	2,192	9,468	13,004	83,351	8	45
21	...	Junagad State	361	1,042	2,384	8,002	939	2,267
22	...	Morvi	364	1,250	1,615	5,454	103	249
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	533	4,018	4,688	19,518	3,544	10,663
26	...	Udaipur-Chitorgarh ...	55	362	437	2,225	27	106
		Carried over ...	160,532	13,34,889	1,237,269	96,80,612	226,645	11,94,173

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

over each railway in India and is therefore not the same as the total production and imports.]

XX—(*continued on following page*).

OIL-SEEDS.

(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
194	195	196	197	198	199	200	201	202
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
27,166	2,27,187	14,339	1,20,827	800	4,017	19,582	1,64,247	1
4,882	53,680	12,358	1,30,203	2,815	31,293	16,473	1,46,901	2
...	...	13,808	56,255	...	...	36,514	1,45,937	3
5,733	40,417	193,440	12,97,922	5,159	33,660	153,658	11,18,914	4
40,200	4,22,415	71,183	7,79,771	7,580	89,869	16,647	1,69,885	5
111,700	7,14,263	5,888	59,305	877	7,507	3,057	20,578	6
2,120	15,640	3,657	9,614	176	1,173	74	454	7
1,249	17,228	4,289	60,175	1,456	10,861	85,776	7,83,108	8
291	3,218	12,554	39,330	8,151	33,870	30,861	1,16,539	9
120,396	5,13,447	2	25	239	2,066	3,002	14,386	10
38	394	293	856	...	...	5,490	24,198	11
87	768	105,558	4,29,778	1,443	6,904	57,525	2,61,205	12
...	...	...	...	...	...	224	1,929	13
2,053	6,445	...	...	2	6	83	198	14
2,569	14,892	10,040	20,155	3,182	9,223	30,605	1,49,284	2
4,255	41,886	...	6	1	10	7	70	15
...	...	...	...	...	...	...	...	17
3,692	18,702	1	2	9	27	11	23	18
235	1,834	12,889	90,428	63	598	32	261	7
130	264	...	...	1	1	...	...	19
135	799	6	22	44	164	5,920	19,937	20
256	946	...	...	10	39	32	53	21
199	819	1	6	8	35	2	7	22
61	252	2,212	6,515	2,226	3,748	5,158	15,972	25
13	83	70	163	26	65	12	38	26
327,485	20,95,579	462,587	31,01,358	34,208	2,35,136	471,445	31,54,124	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XIX—*concld.*					
			Oils—*concld.*					
			(5) Others.		Total.		(1) Castor.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
185	186	187	188	189	190	191	192	193
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	160,532	13,34,889	1,237,260	96,80,612	226,645	11,94,173
		2′ 6″ gauge.						
29	...	Arrah-Sasaram Light ...	2	6	636	1,408	...	...
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	947	3,061	3,754	13,949	36	143
34	...	Bengal Provincial ...	3	4	216	317	...	...
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	8	16	28	66	70	100
39	...	Cutch State	41	125	240	774	414	123
40	...	Dehri-Rohtas Light ...	...	...	5	13	1	2
41	...	Dholpur-Bari	...	3	119	328	84	184
43	...	Godhra-Lunavada ...	26	63	61	145	36	77
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District	49	79	127	166	2	2
46	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	3	7	186	439	2	5
47	...	Nadiad-Kapadvanj ...	29	75	380	921	650	1,286
1	(*f*)	Parlakimedi Light ...	15	16	312	203	96	57
25	(*o*)	Powayan Light	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	36	128	558	1,710	...	...
49	...	Tezpore-Balipara Light ...	87	441	87	441	...	...
		2′ 0″ gauge.						
50	...	Darjeeling-Himalayan ...	32	720	1,478	20,266	...	...
51	...	Darjeeling Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura	...	...	...	...	...	Information
		Total 1914-15 ...	161,810	13,39,630	1,245,447	97,21,758	228,036	11,96,152
		Total 1913-14 ...	132,367	11,02,385	1,173,764	92,26,529	343,857	18,32,596
		Increase ...	29,443	2,37,245	71,683	4,95,229	...	...
		Decrease ...	...	...	...	...	15,821	6,36,444

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

over each railway in India and is therefore not the same as the total production and imports.]

XX—(*continued on following page*).

OIL SEEDS.								NUMBER.
(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
194	195	196	197	198	199	200	201	202
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
327,485	20,95,579	462,587	31,01,358	34,268	2,35,136	471,445	31,54,124	
...	...	1,966	2,717	...	...	50	105	29
not available.	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
16,529	54,625	7,350	34,151	28	103	269	1,342	33
...	...	...	...	2	1	87	127	34
...	...	...	...	...	...	...	...	35
1	4	...	...	...	...	...	...	38
52	169	...	...	1	5	...	...	39
...	...	...	...	...	...	30	53	40
4	10	1	1	...	...	10	24	41
2	8	8	17	...	3	16	36	43
not available.	...	...	...	...	...	...	...	44
5	8	...	...	...	...	2	2	45
not available.	...	...	...	...	...	...	...	46
1	1	5	8	...	...	82	197	1
7	24	2	5	1	5	244	508	47
135	114	...	...	...	...	40	38	1
...	...	...	...	...	...	...	...	25
12	40	...	...	...	...	519	1,156	48
...	...	...	...	...	...	24	122	49
93	1,983	...	4	...	...	...	...	50
not available.	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available.	...	...	...	...	...	...	...	58
344,326	21,52,565	471,919	31,38,251	34,300	2,35,253	472,818	31,57,834	
482,317	27,06,976	742,859	56,62,571	58,169	4,10,590	371,922	63,53,143	
...	...	...	...	...	...	...	...	
137,991	5,54,411	270,940	25,24,320	23,869	1,75,337	399,104	31,95,309	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XX—*concld.*						XXI.	
			Oil-seeds—*concld.*							
			(6) Til or jinjili.		(7) Others.		Total.		Opium.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
203	204	205	206	207	208	209	210	211	212	213
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	20,253	1,13,613	24,041	1,43,269	110,141	7,95,256	188	6,863
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	23,520	1,44,836	86,957	4,36,192	173,376	11,68,130	83	1,675
3	(*a*) to (*d*)	Eastern Bengal ...	351	1,263	1,622	7,798	52,313	2,11,470	53	1,683
4	(*a*) to (*c*)	East Indian	13,684	1,13,552	87,608	5,44,185	491,644	33,46,989	2,009	44,000
5	(*a*) to (*i*)	Great Indian Peninsula ...	42,430	3,92,412	241,628	23,12,517	450,339	43,79,678	112	4,103
6	(*a*) to (*l*)	Madras and Southern Mahratta	39,837	2,86,380	91,198	8,68,819	279,500	20,62,834	40	1,445
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	7,549	47,417	17,018	70,772	77,519	3,97,980	...	...
8	(*a*) to (*g*)	North Western ...	11,474	69,225	20,313	80,256	124,692	10,21,769	109	3,006
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	4,035	19,294	35,331	1,80,122	94,243	4,04,355	628	16,798
10	(*a*) to (*k*)	South Indian	37,626	2,03,813	1,270	9,122	168,450	7,72,271	5	140
		3′ 3½″ gauge.								
11	...	Assam-Bengal	1,569	5,192	81	437	7,568	31,410	30	366
12	(*a*) & (*b*)	Bengal and North-Western ...	2,363	12,471	5,496	27,454	187,300	7,35,100	3,368	79,654
13	(*a*) & (*b*)	Bengal Doors	...	...	164	1,203	1,088	3,132	...	...
14	(*a*) & (*b*)	Bhavnagar State... ...	2,597	7,338	10,190	30,429	15,348	45,797	6	30
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	21,216	1,41,117	81,538	6,65,771	175,002	10,66,922	310	13,693
15	(*a*) to (*c*)	Burma	10,348	66,401	2,819	11,528	17,452	1,20,104	39	951
17	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...	...	...
18	...	Gondal-Porbandar State ...	4,783	10,203	16,716	39,068	26,867	71,811	8	45
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	2,112	14,581	60,732	4,19,463	76,197	5,27,900	...	...
19	...	Jamnagar	516	1,076	4,393	5,481	7,252	9,194	...	1
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	6,655	32,691	*28,540	†67,181	41,308	1,20,839	21	386
21	...	Junagad State	866	2,039	9,495	26,333	11,598	31,677	...	...
22	...	Morvi	507	1,440	4,683	15,490	5,503	18,046	16	155
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	1,060	3,205	5,732	11,827	19,993	52,182	142	1,573
26	...	Udaipur-Chitorgarh ...	539	2,042	683	2,463	1,670	4,960	12	100
		Carried over ...	255,890	16,91,601	838,248	59,77,830	2,616,568	1,74,40,891	7,179	1,76,669

Includes 26,040 tons of cotton seeds.
† Includes Rs. 59,354 for cotton seeds.

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XXII.		XXIII.								Number.
		Provisions.								
Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
214	215	216	217	218	219	220	221	222	223	224
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
3,609	49,068	15,187	1,67,890	3,704	52,981	6,540	75,380	25,431	2,96,251	1
3,443	56,650	23,143	2,99,763	7,494	85,491	25,501	1,80,716	61,138	5,65,970	2
16,716	36,828	1,271	5,798	1,167	9,178	8,134	55,949	10,572	70,925	3
15,942	2,45,377	7,668	1,04,168	17,300	3,67,656	80,437	8,94,838	105,405	13,66,662	4
5,853	75,782	51,184	7,14,926	7,632	1,04,438	29,134	2,99,305	87,950	11,18,669	5
6,186	1,02,947	71,414	5,57,571	7,052	55,877	30,344	2,37,024	108,810	8,50,472	6
744	6,307	12,590	1,17,704	614	8,264	2,934	23,214	16,138	1,49,182	7
8,609	1,22,473	30,629	5,41,245	12,305	1,17,584	9,512	1,90,598	52,446	8,49,427	8
4,456	36,907	2,677	20,446	2,458	19,454	4,179	46,182	9,314	86,082	9
5,761	37,681	5,680	42,387	2,440	26,354	45,846	3,55,197	53,966	4,23,938	10
617	4,400	1,516	14,262	219	3,124	3,413	28,571	5,178	45,957	11
3,539	14,495	1,766	21,699	4,733	38,345	12,060	68,656	18,559	1,28,700	12
59	288	21	72	7	70	1,515	11,624	1,543	11,766	13
59	210	1,508	6,495	2,888	9,023	1,886	6,318	6,282	21,831	14
1,718	16,066	15,923	1,31,480	8,954	89,142	9,281	53,318	34,158	2,73,940	2
868	15,328	740	7,863	694	10,935	43,997	4,91,524	45,431	5,10,322	15
...	...	...	...	...	...	944	7,876	944	7,876	17
74	198	1,825	4,866	2,704	10,530	5,258	14,143	9,787	29,539	18
306	3,132	3,466	35,605	378	4,191	6,619	31,981	10,463	71,777	7
65	214	34	139	32	108	4,361	10,774	4,427	11,021	19
400	2,935	3,938	20,205	6,058	42,581	1,839	11,753	11,835	74,539	20
119	405	825	3,091	1,476	4,327	3,296	9,993	5,597	17,411	21
67	270	2,296	6,823	223	735	1,263	5,744	3,782	13,302	22
357	2,010	801	4,852	432	2,614	1,579	9,254	2,812	16,720	25
41	279	621	3,690	271	1,872	201	808	1,093	6,370	26
79,608	8,89,250	261,723	28,33,040	91,265	10,64,874	340,073	31,20,735	693,061	70,18,649	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railway system.	XX—*concld.*						XXI.	
			Oil seeds—*concld.*							
			(6) Til *or jinjili.*		(7) Others.		Total.		Opium.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings	Quantity.	Earnings.	Quantity.	Earnings
203	204	205	206	207	208	209	210	211	212	213
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	255,888	16,91,601	838,248	59,77,830	2,616,568	1,74,40,391	7,179	1,76,669
		2' 6" gauge.								
29	...	Arrah-Sasaram Light ...	18	41	...	1	2,034	2,864	...	...
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	...	Information	
32	...	Barasat-Basirhat Light ...	...	...	...	...	...	...	...	...
33	...	Barsi Light	404	1,041	18,695	85,328	43,311	1,76,733	...	...
34	...	Bengal Provincial ...	...	...	2	2	91	130	...	...
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	20	31	84	143	175	278	...	...
39	...	Cutch State	125	412	142	317	735	1,026	...	...
40	...	Dehri-Rohtas Light ...	...	...	2	2	33	57	...	...
41	...	Dholpur-Bari	105	249	74	174	278	642	...	...
43	...	Godhra-Lunavada ...	241	519	47	122	350	782	...	...
44	...	Jessore-Jhenidah ...	...	...	...	...	...	...	Information	
45	...	Kolar District	2	4	5	7	16	27	...	...
46	...	Madaya Light	...	...	...	...	...	...	Information	
1	(d)	Mourbhanj State ...	158	396	220	423	468	1,020	...	...
47	...	Nadiad-Kapadvanj ...	71	183	1,021	2,164	1,996	4,175	...	...
1	(f)	Parlakimedi Light ...	265	130	179	168	715	507	...	...
25	(c)	Powayan Light ...	...	...	397	531	397	531	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	23	61	5,404	11,129	5,958	12,386	...	...
49	...	Tezpore-Balipara Light ...	...	...	14	70	38	192	...	...
		2' 0" gauge.								
50	...	Darjeeling-Himalayan ...	...	3	...	...	93	1,995	...	7
51	...	Darjeeling Himalayan Extensions.	...	...	...	...	...	...	Information	
52	...	Gwalior Light	...	...	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura...	...	...	...	...	...	...	Information	
		Total 1914-15 ...	257,322	16,94,666	864,475	60,78,421	2,673,196	1,76,63,142	7,179	1,76,676
		Total 1913-14 ...	429,684	30,68,659	962,171	72,20,195	3,880,929	2,73,04,730	8,326	1,96,844
		Increase ...	...	...	...	...	...	...	...	...
		Decrease ...	172,312	13,73,993	87,696	11,41,774	1,207,733	96,51,588	1,147	20,168

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XXII.		XXIII.								Numbers.
		Provisions.								
Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
214	215	216	217	218	219	220	221	222	223	224
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
79,608	8,80,250	261,728	28,33,040	91,265	10,64,141	340,073	31,20,735	693,061	70,18,649	
3	11	7	14	45	135	129	347	181	496	29
not available	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	...	...	32
161	565	1,605	7,147	131	532	229	1,233	1,965	8,912	33
3	7	1	3	9	25	37	84	47	112	34
...	...	...	...	...	...	...	...	...	...	35
1	2	33	75	6	18	269	686	308	779	38
3	10	1,329	4,455	3	8	17	55	1,349	4,518	39
...	...	...	...	7	15	...	...	7	15	40
...	...	23	54	273	759	17	49	313	862	41
1	3	58	225	127	437	9	36	194	698	43
not available	...	...	...	...	...	...	...	...	...	44
17	37	25	41	4	14	1,490	1,385	1,519	1,440	45
not available	...	...	...	...	...	...	...	...	...	46
9	33	14	41	13	36	11	32	38	109	1
5	11	202	688	87	282	374	803	663	1,773	47
8	13	204	187	1	3	80	83	285	273	1
...	...	...	...	...	...	...	...	...	...	25
12	61	39	165	154	595	446	1,399	639	2,159	48
...	...	...	...	...	...	17	93	17	93	49
62	1,697	1	37	27	314	3,758	52,896	3,786	53,247	50
not available	...	...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	...	...	56
not available	...	...	...	...	...	...	...	...	...	58
79,893	8,82,700	265,264	28,46,170	92,152	10,68,047	346,956	31,79,916	704,372	70,94,135	
76,956	8,92,136	239,220	25,03,610	88,176	10,32,698	389,873	40,14,667	717,269	75,50,975	
2,937	...	26,044	3,42,560	3,976	35,349	...	...	...	...	
...	9,436	...	...	...	...	42,917	8,34,751	12,897	4,56,840	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Railway plant and rolling-stock car-					
			(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
Main head.	Sub-head		Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
225	226	227	228	229	230	231	232	233
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	91	1,432	3,043	32,674	31,685	1,40,828
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	12	184	672	4,216	6,458	32,398
3	(*a*) to (*d*)	Eastern Bengal ...	75	371	783	4,231	17,769	39,076
4	(*a*) to (*o*)	East Indian	404	7,629	12,142	46,439	34,383	1,46,722
5	(*a*) to (*i*)	Great Indian Peninsula ...	389	2,474	922	11,794	17,574	1,23,906
6	(*a*) to (*l*)	Madras and Southern Mahratta	1,956	7,881	2,258	23,940	20,043	96,552
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...	...	42	405	1,278	5,249
8	(*a*) to (*q*)	North Western ...	235	1,614	295	1,296	7,170	75,075
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	...	888	109	322	26	83
10	(*a*) to (*k*)	South Indian	22	46	505	1,225	804	3,778
		3′ 3½″ gauge.						
11	...	Assam-Bengal	...	...	...	...	652	4,500
12	(*a*) & (*b*)	Bengal and North-Western ...	...	...	...	...	...	...
13	(*a*) & (*b*)	Bengal Dooars	...	...	...	...	4	52
14	(*a*) & (*b*)	Bhavnagar State... ...	58	147	8	28	1,270	1,115
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	22	40	...	1	2,986	7,533
15	(*a*) to (*c*)	Burma	...	...	...	...	1,754	4,316
17	(*a*) & (*b*)	Dibrú-Sadiya	...	...	...	...	...	...
18	(*a*) to (*c*)	Gondal-Porbandar State ...	43	112	43	37	118	29
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley	...	...	...	...	2	7
19	...	Jamnagar	...	...	...	...	...	...
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	630	1,920	858	2,662	344	926
21	...	Junagad State ...	...	...	...	...	...	...
22	...	Morvi	...	...	80	103	28	94
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	...	...	...	34	132
26	...	Udaipur-Chitorgarh ...	...	...	...	...	...	...
		Carried over ...	3,937	24,688	21,760	1,29,373	144,387	6,82,366

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XXIV.						XXV.		Number
RED FOR THE PUBLIC AND FOREIGN RAILWAYS.								
(3) *Materials.*				Total		Salt.		Main head.
(*b*) Sleepers and keys of steel and cast-iron.		(*c*) Others.						
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
234	235	236	237	238	239	240	241	242
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
2,549	21,642	61,038	2,97,985	98,406	4,94,561	164,756	10,13,000	1
140	673	34,704	1,32,852	41,986	1,70,273	223,280	8,71,563	2
17,117	40,168	13,372	36,265	49,116	1,20,111	108,596	4,60,389	3
5,124	41,411	137,687	3,23,568	189,745	5,65,769	348,962	14,49,104	4
30,337	1,69,278	11,330	70,442	60,552	3,77,894	268,907	24,24,045	5
2,414	4,948	2,055	4,540	28,726	1,37,861	173,439	11,32,896	6
946	1,790	...	...	2,266	7,444	38,899	2,05,571	7
253	3,604	31,908	1,29,001	39,861	2,20,590	173,728	11,05,558	8
...	...	1,523	5,924	1,658	7,217	74,972	4,07,120	9
55	302	40	76	1,426	5,422	142,908	5,84,281	10
34	181	1	2	687	4,688	47,424	1,66,200	11
...	...	...	...	...	...	131,997	5,98,477	12
...	...	...	...	4	52	4,606	15,058	13
...	...	4,609	7,270	5,945	8,560	2,856	4,364	14
108	674	554	2,322	3,670	10,570	291,536	23,82,076	2
1	9	107	2,383	1,862	6,708	34,827	3,66,880	15
...	...	...	...	...	...	891	3,409	17
1,161	1,382	2,718	2,482	4,083	4,042	3,505	6,626	18
117	670	...	...	119	677	15,387	1,15,851	7
248	131	92	63	340	194	345	963	19
17	40	5,113	14,766	6,962	20,314	58,233	2,77,406	20
...	...	451	131	451	131	1,568	2,420	21
...	...	144	199	252	396	989	1,382	22
...	...	19,777	70,301	19,811	70,433	30,889	1,33,634	25
...	...	...	...	...	...	595	2,891	26
60,621	2,86,903	327,223	11,10,572	557,928	22,33,902	2,344,095	1,37,91,164	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Railway plant and rolling-stock car-					
			(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
225	226	227	228	229	230	231	232	233
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	3,937	24,688	21,760	1,29,373	144,387	6,82,366
		2′ 6″ gauge.						
29	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	...	...	...	...	...	...
34	...	Bengal Provincial ...	...	...	...	...	...	...
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	...	...	27	24	...	...
39	...	Cutch State	...	...	...	...	...	...
40	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
41	...	Dholpur-Bari	16	32	...	...	1,005	1,277
43	...	Godhra-Lunavada ...	...	...	...	...	...	...
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District	...	...	...	...	...	...
46	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	...	...	...	...	...	...
47	...	Nadiad-Kapadvanj ...	...	...	...	...	...	...
1	(*f*)	Parlakimedi Light ...	...	...	...	...	...	...
25	(*c*)	Powayan Light ...	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	...	...	1	6	...	...
49	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
50	...	Darjeeling-Himalayan ...	...	...	...	...	...	...
51	...	Darjeeling Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura	...	...	...	...	...	Information
		Total 1914-15 ...	3,953	24,720	21,788	1,29,403	145,392	6,83,643
		Total 1913-14 ...	7,217	28,963	21,974	1,02,724	85,006	4,27,371
		Increase ...	...	...	...	26,679	60,386	2,56,272
		Decrease ...	3,264	4,243	186	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XXIV. RIED FOR THE PUBLIC AND FOREIGN RAILWAYS.						XXV.		NUMBER.
(3) *Materials.*				TOTAL.		Salt.		
(b) Sleepers and keys of steel and cast-iron.		(c) Others.						Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
234	235	236	237	238	239	240	241	242
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
60,621	2,86,903	327,223	11,10,572	557,928	22,33,902	2,344,095	1,37,81,164	
...	...	...	...	...	...	575	926	29
not available	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	7,131	27,047	33
...	...	...	...	...	...	206	284	34
...	...	...	...	...	...	...	...	35
...	...	27	22	54	46	67	129	38
...	...	28	60	28	60	15	11	39
...	...	...	...	...	...	23	41	40
...	...	84	118	1,105	1,427	392	846	41
...	...	...	...	...	...	243	621	43
not available	...	...	...	...	...	...	...	44
...	...	...	...	...	...	906	1,308	45
not available	...	...	...	...	...	...	...	46
...	...	1,685	3,306	1,685	3,306	1,234	2,265	1
...	...	...	...	...	...	586	1,532	47
...	...	...	...	...	...	1,241	568	1
...	...	...	...	...	...	1,647	1,601	25
...	...	...	...	1	6	1,686	3,834	48
41	201	...	...	41	201	46	234	49
...	...	...	...	...	...	1,467	21,897	50
not available	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available	...	...	...	...	...	...	...	58
60,662	2,87,104	329,047	11,14,078	560,842	22,38,948	2,361,560	1,37,94,308	
31,589	1,64,218	373,087	10,37,657	519,873	17,60,933	2,195,884	1,28,61,791	
29,073	1,22,886	...	76,421	40,969	4,78,015	166,176	9,32,517	
...	...	44,040	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXVI. Saltpetre and other saline substances.					
			(1) Saltpetre.		(2) Other saline substances.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250	251
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	220	2,773	994	6,732	1,214	9,505
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	2,472	16,436	1,438	17,266	3,910	33,702
3	(*a*) to (*d*)	Eastern Bengal ...	56	442	6,014	20,792	6,070	21,234
4	(*a*) to (*e*)	East Indian	21,888	2,30,448	18,565	1,07,961	40,453	3,38,409
5	(*a*) to (*i*)	Great Indian Peninsula ...	1,922	16,089	2,655	27,382	4,577	43,471
6	(*a*) to (*l*)	Madras and Southern Mahratta.	1,419	11,829	114	966	1,533	12,795
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	238	1,739	619	4,044	857	5,783
8	(*a*) to (*g*)	North Western ...	12,444	56,642	9,147	82,131	21,591	1,38,773
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	1,192	5,489	1,110	3,295	2,302	8,784
10	(*a*) to (*k*)	South Indian	838	5,115	10	59	848	5,174
		3′ 3½″ gauge.						
11	...	Assam-Bengal	...	1	462	2,580	462	2,581
12	(*a*) & (*b*)	Bengal and North-Western ...	11,748	47,600	6,369	23,399	18,117	70,999
13	(*a*) & (*b*)	Bengal Dooars	...	...	290	1,534	290	1,534
14	(*a*) & (*b*)	Bhavnagar State ...	76	178	2	5	78	183
2	(,, to (*l*)	Bombay, Baroda and Central India.	6,814	47,083	1,955	16,539	8,769	63,622
15	(*a*) to (*c*)	Burma	...	1	72	1,361	72	1,362
17	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...
18	(*a*) to (*c*)	Gondal-Porbandar State ...	27	45	39	136	66	181
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	52	529	80	591	132	1,120
19	...	Jamnagar	2	5	13	32	15	37
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	290	986	1,365	6,421	1,655	7,407
21	...	Junagad State	10	30	...	...	10	30
22	...	Morvi	19	77	10	33	29	110
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	345	1,113	3,244	7,145	3,589	8,258
26	...	Udaipur-Chitorgarh ...	26	142	94	462	120	604
		Carried over ...	62,098	4,44,792	54,661	3,30,866	116,759	7,75,658

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XXVII. SILK.										Number.
(1) Raw.				(2) Piece-goods.				Total.		
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
252	253	254	255	256	257	258	259	260	261	262
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	338	6,128	...	...	3	103	341	6,231	1
265	5,817	29	711	67	4,390	21	1,298	382	12,216	2
...	...	63	570	...	...	...	...	63	570	3
...	...	270	3,431	...	...	25	672	295	4,103	4
32	754	24	500	36	959	4	132	96	2,345	5
97	1,665	57	1,025	...	14	2	42	156	2,746	6
3	43	2	39	3	39	2	22	10	143	7
235	3,357	131	5,949	7	284	8	232	381	9,822	8
4	35	8	53	...	...	1	14	13	102	9
3	35	21	270	...	...	7	134	31	439	10
...	...	36	306	...	...	...	1	36	307	11
...	1	2	47	...	...	...	16	2	64	12
...	...	...	...	...	...	...	...	...	...	13
12	71	...	1	...	...	...	...	12	72	14
98	4,378	11	220	17	301	2	75	128	4,974	2
46	888	16	528	2	97	...	...	64	1,513	15
...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	18
2	18	...	...	...	1	...	8	2	27	7
13	88	1	1	1	1	...	15	15	105	19
7	54	...	10	...	...	...	3	7	67	20
...	...	...	...	...	...	...	1	...	1	21
...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	26
817	17,204	1,009	19,769	133	6,086	75	2,768	2,034	45,847	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXVI. Saltpetre and other saline substances.					
			(1) Saltpetre.		(2) Other saline substances.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250	251
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	62,098	4,44,792	54,661	3,30,866	116,759	7,75,658
		2' 6" gauge.						
29	...	Arrah-Sasaram Light ...	...	...	358	817	358	817
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Barasat-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	60	212	21	76	81	288
34	...	Bengal Provincial ...	...	...	62	88	62	88
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	3	7	...	...	3	7
39	...	Cutch State	...	...	...	...	...	...
40	...	Dehri-Rohtas Light ...	6	9	...	...	6	9
41	...	Dholpur-Bari	...	...	6	12	6	12
43	...	Godhra-Lunavada ...	4	11	1	4	5	15
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District	...	...	...	...	...	...
46	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	...	...	5	12	5	12
47	...	Nadiad-Kapadvanj ...	...	...	8	20	8	20
1	(f)	Parlakimedi Light ...	6	13	...	...	6	13
25	(c)	Powayan Light	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	134	392	94	207	228	599
49	...	Tezpore Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
50	...	Darjeeling-Himalayan ...	...	...	...	...	...	...
51	...	Darjeeling-Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikiere-Narasimharajapura	...	...	...	...	...	Information
		Total 1914-15 ...	62,311	4,45,436	55,216	3,32,102	117,527	7,77,538
		Total 1913-14 ...	49,014	3,63,571	50,507	3,05,651	99,521	6,69,222
		Increase ...	13,297	81,865	4,709	26,451	18,006	1,08,316
		Decrease ...	...	...	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XXVII.										
SILK.										NUMBER.
(1) RAW.				(2) PIECE-GOODS.				TOTAL.		
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
252	253	254	255	256	257	258	259	260	261	262
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
817	17,204	1,009	19,789	133	6,986	75	2,768	2,034	45,847	
...	...	...	...	...	...	...	...	...	...	29
not available.	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	2	23	...	3	2	26	33
...	...	1	2	...	...	...	...	1	2	34
...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	42
not available.	...	...	...	...	...	...	...	...	...	44
...	...	3	4	...	...	...	...	3	4	45
not available.	...	...	...	...	...	...	...	...	...	46
...	...	2	3	...	...	...	...	2	3	1
...	...	...	...	...	...	...	...	...	...	47
...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	...	...	50
not available.	...	...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	...	...	56
not available.	...	...	...	...	...	...	...	...	...	58
817	17,204	1,015	19,798	135	6,109	75	7,771	2,042	45,882	
860	17,368	1,581	33,312	226	10,466	219	9,253	2,886	70,404	
...	...	...	...	...	...	...	...	...	...	
43	164	566	13,514	91	4,357	136	1,487	844	24,522	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
263	264	265	266	267	268	269	270	271
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	12,587	1,51,692	104	1,790	6,475	80,155
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India	2,401	49,088	43	1,123	4,534	55,604
3	(*a*) to (*d*)	Eastern Bengal... ...	20,811	1,73,786	795	15,431	9,579	52,829
4	(*a*) to (*c*)	East Indian	12,498	2,87,008	866	26,193	10,632	1,67,822
5	(*a*) to (*i*)	Great Indian Peninsula ...	13,865	2,60,074	317	7,444	14,258	1,68,251
6	(*a*) to (*l*)	Madras and Southern Mahratta	16,569	2,07,769	187	3,091	38,938	3,45,890
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	1,029	11,203	4	42	5,170	39,391
8	(*a*) to (*g*)	North Western	973	9,535	453	8,096	5,822	51,810
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	2,517	33,581	176	1,055	1,143	10,201
10	(*a*) to (*k*)	South Indian	23,501	1,95,597	429	6,131	23,969	1,55,987
		3' 3½" gauge.						
11	...	Assam-Bengal	4,138	33,105	...	...	2,255	13,773
12	(*a*) & (*b*)	Bengal and North-Western ...	4,366	32,708	223	2,739	12,230	64,109
13	(*a*) & (*b*)	Bengal Dooars	260	1,341	106	1,163	69	403
14	(*a*) & (*b*)	Bhavnagar State ...	244	1,098	...	2	440	1,937
2	(*f*) to (*l*)	Bombay, Baroda and Central India	1,402	12,332	51	1,476	5,268	41,233
15	(*a*) to (*c*)	Burma	9,278	1,01,352	3	50	11,377	1,94,203
17	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...
18	(*a*) to (*c*)	Gondal-Porbandar State ...	457	1,249	1	2	886	1,233
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley	707	8,438	1	14	1,558	15,488
19	...	Jamnagar	57	132	...	1	45	206
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	306	2,411	13	102	1,758	12,600
21	...	Junagad State ...	290	1,116	1	6	178	648
22	...	Morvi	23	94	...	...	190	816
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	422	2,989	20	111	1,503	13,583
26	...	Udaipur-Chitorgarh ...	13	83	...	4	33	169
		Carried over ...	128,714	15,77,781	3,793	76,066	157,810	14,88,291

D IX 11—*contd.*

e arnings therefrom during the financial year 1914-15.

rail way in India and is therefore not the same as the total production and imports.]

XXVIII.								Number.
Spices.								
(4) Ginger.		(5) Pepper.		(6) Others.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
272	273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
258	5,915	4,616	37,985	6,473	52,037	30,513	3,29,574	1
557	10,906	920	21,886	11,194	1,22,534	19,649	2,61,141	2
785	9,426	920	14,024	6 332	42,030	39,222	3,07,526	3
1,379	16,214	2,177	48,182	11,961	1,67,028	39,513	7,12,447	4
514	10,913	718	18,468	14,120	1,93,963	43,752	6,59,111	5
709	8,644	6,026	57,447	21,213	1,70,485	83,642	7,93,326	6
54	547	114	761	1,630	13,139	8,091	65,083	7
2,524	26,293	1,480	35,949	5,704	49,045	16,956	1,80,728	8
1,066	4,326	232	1,843	1,971	11,722	7,105	62,728	9
1,486	15,387	9,709	53,654	266	2,384	59,360	4,29.140	10
10	74	66	678	407	4,123	6,876	51,753	11
1,514	13,593	930	9,770	3,966	31,733	23,229	1,54,652	12
19	38	40	315	175	1,107	669	4,367	13
16	75	...	...	343	1,362	1,043	4,474	14
513	7,922	574	15,124	13,040	90,710	20,848	1,68,797	2
2,284	24,675	44	841	410	3,406	23,396	3,24,527	15
...	...	...	...	...	...	...	....	17
14	48	3	12	426	1,393	1,287	3,937	18
22	250	39	501	901	5,273	2,928	29,914	7
18	68	3	4	16	53	139	464	19
103	826	53	338	1,056	5,156	3,289	21,433	20
6	30	3	19	212	776	690	2,595	21
9	41	...	3	710	2,473	932	3,427	22
132	628	18	130	304	1,545	2,399	18,986	25
21	169	4	29	76	371	147	825	26
14,013	1,57,008	23,689	3,17,961	102,606	9,73,843	435,625	45,90,955	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
263	264	265	266	267	268	269	270	271
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	128,714	15,77,781	3,793	76,066	157,810	14,88,291
		2′ 6″ gauge.						
29	...	Arrah-Sasaram Light ...	3	10	1	3	26	72
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Barasat-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	773	3,233	...	2	74	246
34	...	Bengal Provincial ...	17	27	...	...	4	7
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	...	1	...	...	6	22
39	...	Cutch State	88	236	...	...	32	86
40	...	Dehri-Rohtas Light ...	...	...	...	...	3	6
41	...	Dholpur-Bari	2	6	...	...	14	40
43	...	Godhra-Lunavada ...	2	4	...	...	1	4
44	...	Jessorg-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District	17	29	...	...	5	6
46	...	Madaya Light	...	...	...	...		Inform
1	(d)	Mourbhanj State ...	31	73	...	...	7	3
47	...	Nadiad-Kapadvanj ...	8	34	...	...	22	4
1	(f)	Parlakimedi Light ...	14	14	...	...	84	7
25	(c)	Powayan Light	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light	25	98	...	...	36	143
49	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
50	...	Darjeeling-Himalayan ...	133	3,108	332	5,135	7	196
51	...	Darjeeling-Himalayan Extensions	...	...	...	...	...	Information
52	...	Gwalior Light ...	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura...	...	...	...	...	...	Information
		Total 1914-15 ...	129,827	15,84,654	4,126	81,206	158,131	14,89,308
		Total 1913-14 ...	121 941	14,76,362	4,227	93,693	161,000	14,38,903
		Increase ...	7,886	1,08,292	...	...	...	50,405
		Decrease ...	...	...	101	12,487	2,869	...

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

railway in India and is therefore not the same as the total production and imports.]

XXVIII.

SPICES.

(4) Ginger.		(5) Pepper.		(6) Others.		TOTAL.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
272	273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
14,013	1,57,008	28,689	3,17,961	102,606	9,73,848	435,625	45,90,955	
2	6	11	35	32	68	75	194	29
not available	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
12	60	16	69	204	919	1,079	4,529	33
...	...	1	1	8	13	30	48	34
...	...	...	...	...	...	...	...	35
...	...	...	...	1	2	7	25	38
5	14	4	12	65	194	194	542	39
...	...	...	...	9	18	12	24	40
...	...	...	...	129	302	145	348	41
...	2	2	8	83	246	88	264	43
not available.	...	...	...	...	...	...	...	44
...	...	...	...	35	42	57	87	45
not available.	...	...	...	...	...	...	...	46
...	...	...	...	18	37	51	128	1
2	4	2	9	118	307	152	428	47
2	3	1	2	46	47	147	153	1
...	...	...	...	...	...	...	...	25
11	51	...	3	77	274	149	569	48
...	...	...	...	...	...	...	...	49
...	...	21	520	28	530	521	9,499	50
not available.	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available.	...	...	...	...	...	...	...	58
14,047	1,57,148	28,747	3,18,630	103,454	9,76,847	438,332	46,07,793	
13,354	1,58,499	21,856	2,63,347	113,371	10,54,687	435,749	44,85,491	
693	...	6,891	55,283	...	...	2,583	1,22,302	
...	1,351	...	...	9,917	77,840	...	...	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXIX. Sugar.					
			(1) Refined or crystallized including sugarcandy.		(2) Unrefined.			
					(a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
281	282	283	284	285	286	287	288	289
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur	22,493	1,79,715	8,927	83,634	26,822	1,93,173
2	(a) to (e) & (m) to (r)	Bombay, Baroda and Central India.	87,914	4,93,211	1,379	10,872	45,697	5,59,978
3	(a) to (d)	Eastern Bengal ...	25,179	1,92,940	17,467	95,011	55,057	2,53,915
4	(a) to (c)	East Indian	62,725	7,96,096	69,685	4,95,821	182,900	7,22,698
5	(a) to (i)	Great Indian Peninsula ...	65,259	7,15,301	5,678	45,672	124,765	10,72,381
6	(a) to (l)	Madras and Southern Mahratta	25,962	1,67,322	8,310	69,300	90,195	6,07,479
7	(a) & (b)	Nizam's Guaranteed State ...	3,374	29,665	548	3,885	6,309	47,119
8	(a) to (g)	North Western ...	87,897	15,37,530	77,530	5,23,520	148,392	9,11,746
9	(a) to (d)	Oudh and Rohilkhand ...	27,230	1,93,445	41,619	2,12,664	55,585	2,35,162
10	(a) to (k)	South Indian	25,292	1,42,564	3,564	16,431	39,389	2,39,718
		3′ 3½″ gauge.						
11	...	Assam-Bengal	2,016	12,296	3,412	12,896	5,317	27,997
12	(a) & (b)	Bengal and North-Western ...	12,795	83,091	59,728	4,14,966	148,505	8,42,227
13	(a) & (b)	Bengal Dooars	997	4,547	631	4,003	1,377	5,388
14	(a) & (b)	Bhavnagar State ...	4,936	18,212	...	...	4,057	10,900
2	(f) to (l)	Bombay, Baroda and Central India.	29,941	2,47,391	41,791	3,41,353	96,920	9,20,436
15	(a) to (c)	Burma	1,813	23,191	7,820	79,751	29,490	2,20,073
17	(a) & (b)	Dibru Sadiya	...	...	...	...	869	6,881
18	(a) to (c)	Gondal-Porbandar State ...	4,160	11,645	175	368	2,246	7,137
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	3,648	31,896	113	673	5,331	41,273
19	...	Jamnagar	1,043	1,737	33	9	839	1,797
20	(a) to (f)	Jodhpur-Bikaner ...	12,223	58,029	6,567	34,732	16,342	99,561
21	...	Junagad State	2,432	8,296	3	10	768	2,041
22	...	Morvi	327	934	85	95	2,097	6,520
25	(a) & (b)	Rohilkund and Kumaon ...	4,355	15,630	9,686	31,476	21,796	1,03,289
26	...	Udaipur-Chitorgarh ...	859	3,480	369	1,862	955	4,227
		Carried over ...	464,290	49,68,184	365,070	24,79,065	1,112,020	71,43,086

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

	XXX							Number
	Tea.							
Total.		(1) Foreign.		(2) Indian.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
290	291	292	293	294	295	296	297	298
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
58,242	4,56,522	...	...	4,285	75,160	4,285	75,160	1
84,990	10,64,061	1,292	19,714	464	8,510	1,756	28,224	2
97,703	5,41,866	...	...	40,981	7,53,920	40,981	7,53,920	3
315,310	20,14,616	...	...	2,331	58,835	2,331	58,835	4
195,702	18,33,354	323	3,682	4,827	69,687	5,150	73,369	5
123,587	8,44,101	82	1,091	1,150	16,705	1,232	17,796	6
10,231	80,669	20	202	94	1,025	114	1,227	7
313,819	23,72,796	1,532	41,557	3,317	56,819	4,849	98,376	8
124,434	6,41,271	...	...	2,480	17,239	2,480	17,239	9
68,245	3,98,733	1	12	9,520	74,851	9,521	74,863	10
10,745	53,189	...	...	41,973	4,89,584	41,973	4,89,584	11
221,028	13,40,284	...	...	57	851	57	851	12
3,005	13,988	...	...	22,003	4,55,419	22,003	4,55,419	13
8,993	29,112	4	18	100	462	104	480	14
168,652	15,09,180	712	18,439	338	4,720	1,050	23,159	2
39,123	3,23,015	167	2,703	2,543	51,654	2,710	54,357	15
869	6,831	...	...	16,444	105,161	16,444	1,05,161	17
6,881	19,150	...	1	156	713	156	714	18
9,092	73,842	16	190	6	66	22	256	7
1,915	3,603	...	...	29	65	29	65	19
35,132	1,92,342	3	47	102	810	105	857	20
3,203	10,347	...	...	79	363	79	363	21
2,459	7,549	4	22	16	97	20	119	23
35,837	1,50,395	...	...	144	1,050	144	1,050	25
2,163	9,569	...	1	2	14	2	15	26
1,941,380	1,45,90,335	4,156	87,679	153,441	22,43,780	157,597	23,31,459	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railway system.	XXIX. Sugar.					
			(1) Refined or crystallized including sugarcandy.		(2) Unrefined.			
					(a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
281	282	283	284	285	286	287	288	289
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	464,290	49,68,184	365,070	24,79,065	1,112,020	71,43,086
		2' 6" gauge.						
29	...	Arrah-Sasaram Light ...	3	8	472	948	245	431
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Barasat-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	1,699	5,764	3	9	1,003	3,773
34	...	Bengal Provincial ...	48	52	38	57	58	78
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	21	45	1	4	3	8
39	...	Cutch State	188	635	612	2,055	2,038	6,756
40	...	Dehri-Rohtas Light ...	...	...	160	139	170	160
41	...	Dholpur-Bari	254	581	114	251	662	1,525
43	...	Godhra-Lunavada ...	26	86	...	...	16	57
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District ...	92	108	517	516	...	...
46	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	36	98	2	5	28	76
47	...	Nadiad-Kapadvanj ...	179	443	...	...	518	1,271
1	(f)	Parlakimedi Light ...	250	232	...	...	100	69
25	(c)	Powayan Light	...	...	...	...	570	555
48	...	Shahdara (Delhi)-Saharanpur Light.	79	204	11,344	31,937	20,162	53,738
49	...	Tezpore-Balipara Light ...	...	...	16	80	...	...
		2' 0" gauge.						
50	...	Darjeeling-Himalayan ...	143	3,090	706	11,217	63	1,104
51	...	Darjeeling Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light ...	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narsimharajapura...	...	...	...	...	...	Information
		Total 1914-15 ...	467,208	49,79,530	379,055	25,26,283	1,137,656	72,12,687
		Total 1913-14 ...	738,161	89,86,336	392,168	25,98,346	1,200,028	78,17,794
		Increase ...	...	...	...	...	...	...
		Decrease ...	270,953	39,56,806	13,113	72,063	62,372	6,05,107

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

railway in India and is therefore not the same as the total production and imports.]

XXX. Tea.								Number.
Total.		(1) Foreign.		(2) Indian.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
290	291	292	293	294	295	296	297	298
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,941,380	1,45,90,335	4,156	87,679	153,441	22,43,780	157,597	23,31,459	
720	1,337	...	...	...	...	...	...	29
not available.	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
2,605	9,546	7	28	5	18	12	46	33
144	187	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	35
25	57	...	...	...	...	...	...	38
2,838	9,446	...	...	3	10	3	10	39
330	299	...	...	...	...	...	...	40
1,030	2,357	...	...	...	...	...	...	41
42	143	...	3	...	...	...	3	43
not available.	...	...	...	...	...	...	...	44
609	624	...	...	...	...	...	...	45
not available.	...	...	...	...	...	...	...	46
66	179	...	...	...	2	...	2	1
697	1,714	7	27	...	2	7	29	47
350	301	...	...	1	2	1	2	1
570	555	...	...	...	...	...	...	25
31,585	85,879	...	...	...	...	...	...	48
16	80	...	...	5,797	27,667	5,797	27,667	49
912	15,411	...	...	5,088	73,307	5,088	73,307	50
not available.	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available.	...	...	...	...	...	...	...	58
1,983,919	1,47,18,500	4,170	87,737	164,335	23,44,788	168,505	24,32,525	
2,330,367	1,93,52,476	4,478	78,795	158,148	23,12,940	162,626	23,91,735	
...	...	...	8,942	6,187	31,848	5,879	40,790	
346,488	46,33,976	308	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXXI. Tobacco.					
			(1) Unmanufactured.		(2) Manufactured.			
					(a) Cigars.		(b) Other sorts.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
299	300	301	302	303	304	305	306	307
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5' 6" gauge.						
1	(a) to (e), (e), (g)&(h)	Bengal-Nagpur	17,437	2,00,469	...	...	2,026	31,955
2	(a) to (e) & (m) to (r)	Bombay, Baroda and Central India	20,893	1,67,116	43	1,258	993	11,902
3	(a) to (d)	Eastern Bengal ...	47,422	3,78,993	3,312	43,991	...	...
4	(a) to (c)	East Indian	41,843	3,66,486	10	257	9,785	1,98,282
5	(a) to (s)	Great Indian Peninsula ...	13,504	1,43,543	572	27,616	1,638	3,086
6	(a) to (l)	Madras and Southern Mahratta	33,582	2,47,085	477	9,557	3,095	38,064
7	(a) & (b)	Nizam's Guaranteed State ...	2,107	25,642	29	452	455	4,911
8	(a) to (q)	North Western ...	21,612	2,21,014	22	595	4,307	1,04,873
9	(a) to (d)	Oudh and Rohilkhand ...	5,778	37,000	12	140	899	9,005
10	(a) to (k)	South Indian	25,093	1,45,216	1,294	20,402	2,551	24,888
		3' 3½" gauge.						
11	...	Assam-Bengal	3,006	23,329	...	...	357	6,695
12	(a) & (b)	Bengal and North-Western ...	46,947	3,80,148	3	39	1,042	10,643
13	(a) & (b)	Bengal Docars	9,555	28,640	257	2,933	68	703
14	(a) & (b)	Bhavnagar State ...	1,244	4,479	21	155	226	761
2	(f) to (l)	Bombay, Baroda and Central India	21,165	1,55,920	38	963	854	11,825
15	(a) to (c)	Burma	7,324	60,156	527	8,597	2,287	24,917
17	(a) & (b)	Dibru-Sadiya	...	...	...	...	...	...
18	(a) to (c)	Gondal-Porbandar State ...	646	1,948	10	42	443	1,686
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley	451	7,168	2	24	204	3,170
19	...	Jamnagar	377	1,439	5	26	35	181
20	(a) & (f)	Jodhpur-Bikaner ...	4,877	27,899	7	94	461	4,774
21	...	Junagad State ...	261	874	1	5	64	265
22	...	Morvi	1,324	4,005	4	31	42	210
25	(a) & (p)	Rohilkund and Kumaon ...	3,379	17,273	...	...	643	3,201
26	...	Udaipur-Chitorgarh ...	537	2,428	...	...	16	123
		Carried over ...	330,367	26,48,670	6,646	1,17,177	32,491	5,26,120

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

railway in India and is therefore not the same as the total production and imports.]

	XXXII.						Number.
	Wood.						
Total.	(1) Timber, unwrought.		(2) Manufactures.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
308	309	310	311	312	313	314	315	316
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
19,463	2,32,424	97,657	4,15,614	7,788	54,744	105,445	4,70,358	1
21,932	1,80,276	114,624	4,45,772	6,433	65,276	121,057	5,11,048	2
50,734	4,22,984	59,776	1,98,228	12,950	1,06,264	72,72	3,04,492	3
51,638	5,65,025	108,835	4,17,346	10,807	1,08,022	119,642	5,25,368	4
15,714	2,04,245	162,631	6,91,067	9,246	1,12,377	171,877	8,03,444	5
37,154	2,94,706	298,165	8,82,234	12,368	98,196	310,533	9,80,430	6
2,591	31,005	59,894	1,94,086	1,461	9,735	61,355	2,03,821	7
25,941	3,26,482	172,842	5,53,531	15,966	1,34,542	188,808	6,88,073	8
6,689	46,145	118,632	3,27,673	7,972	50,147	126,604	3,77,820	9
28,938	1,90,506	298,791	8,09,933	9,513	78,018	308,304	8,87,951	10
3,363	30,024	12,600	49,723	8,294	58,106	20,894	1,07,829	11
47,992	3,90,830	67,685	2,15,777	6,535	44,269	74,220	2,60,046	12
9,880	32,276	6,665	27,782	1,994	27,166	8,659	54,948	13
1,491	5,395	16,736	61,249	1,056	5,079	17,792	66,328	14
22,057	1,68,708	68,178	2,45,725	4,602	28,378	72,780	2,74,103	2
10,138	93,670	185,077	7,02,748	1,689	15,665	186,766	7,18,413	15
...	...	8,016	23,681	...	...	8,016	23,681	17
1,099	3,676	13,372	35,409	637	2,051	14,009	37,460	18
657	10,362	6,588	29,879	1,314	10,221	7,902	40,100	7
417	1,646	1,619	1,734	56	197	1,075	1,931	19
5,345	32,767	14,289	54,503	1,538	8,192	15,827	62,695	20
326	1,144	1,642	4,597	156	623	1,798	5,220	21
1,370	4,846	2,374	7,194	358	1,375	2,732	8,569	22
4,022	20,474	58,833	1,74,351	1,869	9,552	60,702	1,83,903	25
553	2,551	145	535	26	122	171	657	26
369,504	32,92,167	1,955,066	65,70,371	124,628	10,28,317	2,079,694	75,98,688	

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

XXXI.

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Tobacco.					
			(1) Unmanufactured.		(2) Manufactured.			
					(a) Cigars.		(b) Other sorts.	
Main	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
209	300	301	302	303	304	305	306	307
		Brought forward ...	Tons. 330,367	Rs. 26,43,870	Tons. 6,646	Rs. 1,17,177	Tons. 32,491	Rs. 5,26,120
		2' 6" gauge.						
29	...	Arrah-Sasaram Light ...	244	810	...	...	15	42
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	130	514	1	5	107	697
34	...	Bengal Provincial ...	26	54	...	...	9	15
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	10	29	...	...	...	1
39	...	Cutch State	3	6	37	123	...	...
40	...	Dehri-Rohtas Light ...	2	7	...	...	...	...
41	...	Dholpur-Bari	68	216	...	...	...	...
43	...	Godhra-Lunavada ...	9	34	...	...	2	6
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District ...	179	488	...	...	21	34
46	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	20	48	...	...	15	45
47	...	Nadiad-Kapadvanj ...	88	214	...	...	...	...
1	(f)	Parlakimedi Light ...	57	51	...	...	2	3
25	(e)	Powayan Light	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light	556	1,948	...	...	2	13
49	...	Tezpore-Balipara Light ...	6	31	...	...	...	...
		2' 0" gauge.						
50	...	Darjeeling-Himalayan ...	88	1,643	407	8,908	50	1,037
51	...	Darjeeling Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagadhri Light	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura...	...	...	...	...	...	Information
		Total 1914-15 ...	331,853	26,54,958	7,091	1,26,213	32,714	5,28,013
		Total 1913-14 ...	354,832	30,94,352	4,097	85,540	33,940	5,97,422
		Increase ...	...	...	2,994	40,673	...	...
		Decrease ...	22,979	4,39,394	...	...	1,226	69,409

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

railway in India and is therefore not the same as the total production and imports.]

XXXII. Wood.								Number
Total.		(1) Timber, unwrought.		(2) Manufactures.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
308	309	310	311	312	313	314	315	316
Tons. 369,504	Rs. 32,92,167	Tons. 1,955,066	Rs. 65,70,371	Tons. 124,628	Rs. 10,28,317	Tons. 2,079,694	Rs. 75,98,688	
259	852	150	207	57	239	207	446	29
not available.	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	32
238	1,216	2,169	5,364	261	1,194	2,430	6,558	33
35	69	375	329	35	73	410	401	34
...	...	...	...	...	...	...	...	35
10	30	1,073	1,087	4	12	1,077	1,049	
40	129	919	1,010	...	...	919	1,010	39
2	7	204	239	12	26	216	265	40
68	216	297	549	19	39	316	588	41
11	40	238	357	13	42	311	399	43
not available.	...	...	...	...	...	...	...	44
200	522	81	87	9	14	90	101	45
not available.	...	...	...	...	...	...	...	46
35	93	1,565	3,344	10	43	1,575	3,387	1
88	214	783	1,235	48	128	831	1,363	47
59	54	171	179	106	115	277	294	1
...	...	709	720	...	...	709	720	25
558	1,956	2,517	6,553	259	1,063	2,776	7,616	48
6	31	...	...	...	...	...	...	49
545	11,588	175	2,441	448	6,965	623	9,406	50
not available.	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
not available.	...	...	...	...	...	...	...	58
371,658	33,09,184	1,966,552	65,94,021	125,909	10,38,270	2,092,461	76,32,291	
392,869	37,77,314	2,040,526	68,70,756	134,358	10,95,460	2,174,884	79,66,216	
...	...	...	...	...	...	...	...	
21,211	4,68,130	73,974	2,76,735	8,449	57,190	82,423	3,33,925	

Principal commodities carried by railways and t he

[The total quantity of each commodity represents the total weight conveyed over each

XXXIII.

Wool.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(1) Raw.		(2) Manufac			
					(a) Carpets and rugs.		(b) Piece-goods, European.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
317	318	319	320	321	322	323	324	325
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur	52	1,007	...	...	...	...
2	(a) to (e) & (m) to (r)	Bombay, Baroda and Central India	6,041	1,14,196	148	3,419	297	13,544
3	(a) to (d)	Eastern Bengal ...	1,121	15,609	...	...	...	...
4	(a) to (c)	East Indian	3,731	54,993	939	12,524	37	983
5	(a) to (i)	Great Indian Peninsula ...	1,132	20,193	131	4,091	107	1,620
6	(a) to (l)	Madras and Southern Mahratta	1,939	33,195	393	5,506	6	92
7	(a) & (b)	Nizam's Guaranteed State ...	268	5,409	124	1,151	11	145
8	(a) to (g)	North Western	36,717	7,50,810	165	3,658	353	14,160
9	(a) to (d)	Oudh and Rohilkhand ...	906	12,702	45	238	78	783
10	(a) to (k)	South Indian	284	2,777	181	2,717	5	64
		3′ 3½″ gauge.						
11	...	Assam-Bengal	...	10	...	10	...	...
12	(a) & (b)	Bengal and North-Western ...	464	4,272	103	950	16	175
13	(a) & (b)	Bengal Dooars	...	4	...	...	...	...
14	(a) & (b)	Bhavnagar State ...	449	3,454	2	11	...	...
2	(f) to (l)	Bombay, Baroda and Central India	10,463	1,33,768	124	3,203	47	989
15	(a) to (c)	Burma	6	161	132	2,787	6	110
17	(a) & (b)	Dibru-Sadiya	...	...	...	...	...	...
18	(a) to (c)	Gondal-Porbandar State ...	568	2,248	1	5	1	2
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley	21	176	31	595	2	18
19	...	Jamnagar	260	904	3	6	1	4
20	(a) to (f)	Jodhpur-Bikaner ...	6,014	63,403	10	114	2	24
21	...	Junagad State	109	541	...	...	...	...
22	...	Morvi	484	3,320	...	3	...	...
25	(a) & (b)	Rohilkund and Kumaon ...	366	4,139	42	263	1	4
26	...	Udaipur Chitorgarh ...	134	969	...	1	...	...
		Carried over ...	71,529	12,28,260	2,574	41,252	970	32,717

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

railway in India and is therefore not the same as the total production and imports.]

tured.						XXXIV.		NUMBER.
(c) Piece-goods, Indian.		(d) Other sorts of manufactures.		TOTAL.		All other articles of merchandise.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
326	327	328	329	330	331	332	333	334
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	271	4,743	323	5,750	278,428	13,13,404	1
200	4,828	30	642	6,716	1,36,629	520,394	23,84,313	2
...	...	258	3,522	1,379	19,131	192,072	5,64,056	3
790	20,909	1,055	23,690	6,552	1,13,099	403,154	34,95,996	4
349	14,314	1,347	32,932	3,066	73,150	469,469	31,77,597	5
77	1,201	1,933	29,144	4,348	69,138	189,469	14,06,658	6
249	2,882	...	...	652	9,587	12,056	69,920	7
635	12,358	2,002	40,773	39,872	8,21,759	705,675	46,39,916	8
361	3,538	545	5,546	1,935	22,807	249,640	7,29,804	9
232	5,290	75	1,252	807	12,100	367,855	17,67,926	10
...	1	96	1,564	96	1,585	21,550	1,51,372	11
245	2,650	6	50	834	8,097	85,427	3,32,418	12
...	...	...	...	...	4	4,409	35,875	13
...	...	4	29	455	3,494	12,986	29,419	14
265	4,825	32	428	10,931	1,43,213	279,713	14,19,672	2
2	28	4	32	150	3,118	176,568	9,75,112	15
...	...	...	...	...	...	49,870	72,753	17
4	15	3	5	532	2,275	14,435	40,553	18
88	618	...	...	142	1,407	5,481	47,453	7
...	...	7	32	271	946	2,602	5,964	19
16	193	166	1,404	6,208	65,138	52,873	1,52,304	20
...	1	...	...	109	542	9,199	23,211	21
...	...	4	17	488	3,340	2,958	13,742	22
5	76	111	589	525	5,071	111,395	2,51,352	25
1	7	...	...	135	977	549	4,503	26
3,549	73,734	7,954	146,394	86,576	15,22,357	4,218,327	2,31,07,098	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

XXXIII.

WOOL.

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railway system.	(1) Raw.		(2) Manufac			
					(a) Carpets and rugs.		(b) Piece-goods, European.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
317	318	319	320	321	322	323	324	325
		Brought forward ...	Tons. 71,529	Rs. 12,28,260	Tons. 2,574	Rs. 41,252	Tons. 970	Rs. 32,717
		2' 6" gauge.						
29	...	Arrah-Sasaram Light ...	3	12	...	1	...	...
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Barasat-Basirhat Light ...	...	...	...	...	...	...
33	...	Barsi Light	...	4	...	1	...	...
34	...	Bengal Provincial ...	...	...	...	...	...	...
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	...	...	...	...	...	...
39	...	Cutch State	343	186	...	...	...	...
40	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
41	...	Dholpur-Bari	2	8	...	...	...	...
43	...	Godhra-Lunavada ...	...	...	...	...	...	...
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District	...	...	...	...	...	...
46	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	...	...	...	...	...	...
47	...	Nadiad-Kapadvanj ...	27	158	...	1	...	...
1	(f)	Parlakimedi Light ...	...	...	...	...	...	...
25	(c)	Powayan Light	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light	4	17	...	3	...	...
49	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
50	...	Darjeeling-Himalayan ...	...	4	3	80	2	64
51	...	Darjeeling-Himalayan Extensions,	...	...	...	...	...	Information
52	...	Gwalior Light ...	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
55	...	Jagdhari Light ...	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajapura...	...	...	...	...	...	Information
		TOTAL 1914-15 ...	71,908	12,28,649	2,577	41,338	972	32,781
		TOTAL 1913-14 ...	69,908	13,21,824	2,706	52,503	1,522	46,784
		INCREASE ...	2,000	...	...	...	...	...
		DECREASE ...	...	93,175	129	11,165	550	14,003

DIX 11—*contd.*

earnings therefrom during the financial year 1914-15.

railway in India and is therefore not the same as the total production and imports.]

tured.						XXXIV.		Number.
(c) Piece-goods, Indian.		(d) Other sorts of manufactures.		Total.		All other articles of merchandise.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
326	327	328	329	330	331	332	333	334
Tons. 3,549	Rs. 73,734	Tons. 7,954	Rs. 1,46,394	Tons. 86,576	Rs. 15,2 2,357	Tons. 4,218,327	Rs. 2,31,07,098	
...	...	3	5	6	18	629	4,675	23
not available.	...	...	...	...	...	...	...	30
...	...	...	...	...	...	*25,493	*51,428	32
...	...	111	398	111	403	6,984	5,432	33
...	...	...	...	...	...	33,948	21,060	34
...	...	...	...	...	...	*34,220	*54,455	35
...	...	...	...	...	...	9,383	7,125	38
...	...	...	...	343	186	857	1,318	39
...	...	...	...	...	...	116	181	40
...	...	...	...	2	8	705	1,596	41
...	...	...	...	...	...	3,138	2,689	43
not available.	...	..	...	...	...	...	...	44
...	...	...	...	...	...	322	448	45
not available.	...	...	...	...	...	...	...	46
...	...	5	14	5	14	5,576	6,549	1
...	...	...	...	27	159	1,826	3,801	47
...	...	1	2	1	2	458	592	1
..	...	...	...	...	...	16,017	17,507	25
...	...	7	71	11	91	6,968	11,151	48
..	...	...	...	...	...	2,192	9,006	49
7	201	4	129	16	478	5,560	59,430	50
not available.	...	...	...	...	...	...	...	51
...	...	...	...	...	...	*96,677	*3,07,038	52
...	...	...	...	...	...	*47,951	*83,207	53
...	...	...	...	...	...	*11,861	*15,767	54
...	...	...	...	...	...	*10,783	*7,893	55
...	...	...	...	...	...	*22,000	*81,000	56
not available.	...	...	...	...	...	...	...	58
3,556	73,935	8,085	1,47,013	87,098	15,23,716	4,561,991	2,38,59,946	
9,102	91,399	9,261	1,57,523	92,499	16,70,043	4,776,310	2,64,17,664	
...	...	...	...	...	...	...	...	
5,546	17,464	1,176	10,510	5,401	1,46,327	214,319	25,57,718	

* Represents total articles of merchandise and earnings therefrom.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
335	336	337	338	339	340	341	342	343
		5′ 6″ gauge.	Tons.	Rs.	Tons.‡	Rs.	Tons.‡	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur ...	6,261,879	2,43,66,247	488	33,394	14,504	98,696
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	2,858,238 (*a*)	1,97,50,255 (*b*)	357	8,235	15,654	2,32,023
3	(*a*) to (*d*)	Eastern Bengal ...	4,233,445	1,52,44,381	235	2,415	10,889	75,884
4	(*a*) to (*c*)	East Indian	14,987,357	6,85,23,808	5,287	4,78,276	9,106	2,29,140
5	(*a*) to (*i*)	Great Indian Peninsula ...	5,672,800	5,04,33,153	2,624	93,668	11,394	1,09,635
6	(*a*) to (*l*)	Madras and Southern Mahratta	3,342,998	2,21,07,240	1,335	54,977	4,059	47,348
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	8,93,983	39,84,992	334	7,892	74	1,035
8	(*a*) to (*g*)	North Western ...	5,930,712	4,62,94,945	5,811	1,80,567	13,926	1,89,334
9	(*a*) to (*d*)	Oudh and Rohilkhand ...	1,926,294	78,69,451	1,356	43,927	4,324	46,189
10	(*a*) to (*k*)	South Indian ...	2,553,201	1,19,81,413	233	2,992	4,995	27,867
		3′ 3¼″ gauge.						
11	...	Assam-Bengal ...	631,021	*29,53,546	33	468	1,415	13,227
12	(*a*) & (*b*)	Bengal and North-Western ...	2,129,058	†89,10,505	177	2,290	4,113	49,256
13	(*a*) & (*b*)	Bengal Dooars ...	182,446	11,54,999	5	28	9	30
14	(*a*) & (*b*)	Bhavnagar State ...	209,434	6,40,366	30	296	725	3,621
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	2,452,418	1,58,98,159	1,052	21,451	10,047	87,638
15	(*a*) to (*c*)	Burma	2,217,115	1,21,67,444	928	25,805	4,374	1,17,229
17	(*a*) &(*b*)	Dibru-Sadiya	739,543	10,91,965	...	...	123	646
18	(*a*) to (*c*)	Gondal-Porbandar State, ...	§235,113	5,31,760	38	338	357	1,129
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	316,651	23,82,047	201	3,304	46	1,522
19	...	Jamnagar	41,506	80,098	10	305	137	288
20	(*a*) to (*f*)	Jodhpur-Bikaner ...	669,516	25,73,963	402	4,793	861	8,746
21	...	Junagad State	127,324	2,33,674	1	3	105	497
22	...	Morvi	79,652	2,23,769	75	756	406	1,568
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	4,93,534	15,79,150	17	205	106	872
26	...	Udaipur-Chitorgarh ...	18,677	763,93	7	51	6	52
		Carried over ...	59,203,915	32,00,53,223	21,086	9,15,936	112,260	13,43,472

(*a*) Excluding 19,364 tons and (*b*) Rs. 54,002, written back in Tapti Valley Railway Accounts in connection with traffic booked and carried *via* Ujjain, but erroneously accounted for *via* Amalner from 16th May 1912 to 30th November 1912.

* Excluding Rs. 23,089 in respect of running power share over Tangi-Narayanguni section of Eastern Bengal Railway (credited to working expenses), Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

† Excluding Rs. 7,63,960 in respect of ferries and steam-boats which are included in the details. The tonnage and earnings of the Cawnpore-Burhwal (3′ 3¼″ gauge link) railway are included throughout with the Bengal and North-Western railway.

§ Excluding 35,000 tons on account of interchange of traffic.

DIX 11—*concld.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XXXV. Animals.						Number.
(3) Sheep, etc.		(4) Elephants.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
344	345	346	347	348	349	350
Tons. ‡	Rs.	Tons. ‡	Rs.	Tons. ‡	Rs.	
2,521	37,013	13	278	17,526	1,69,381	1
20,890	4,60,818	...	...	36,901	7,01,076	2
852	8,096	6	666	11,982	87,061	3
9,762	2,77,856	10	32	24,185	9,85,304	4
3,690	86,641	67	3,352	17,775	2,93,296	5
10,946	1,20,561	24	742	16,364	2,23,628	6
14	174	...	...	422	8,601	
725	16,436	18	258	20,480	3,36,595	8
1,724	25,462	...	...	7,904	1,15,578	9
13,321	98,081	43	255	18,592	1,23,195	10
166	2,032	35	464	1,649	‖16,176	11
925	17,639	...	...	5,290	69,185	12
1	15	...	...	15	73	13
42	451	...	...	797	4,368	14
12,439	1,73,615	...	...	23,538	2,82,704	2
2,580	93,084	...	...	7,882	2,36,118	15
...	...	...	...	123	646	17
14	98	...	...	409	1,565	18
25	500	...	...	272	5,326	7
1	5	...	...	148	598	19
342	2,311	...	...	1,605	15,850	20
13	57	...	...	119	557	21
25	419	...	...	506	2,743	22
1	29	...	...	124	1,106	25
9	21	...	...	22	124	26
81,118	14,21,414	216	6,047	214,630	36,86,854	

‡ Live stock has been converted into tons at:—
A head of cattle, or a pony or horse ... ... = 0·25 ton.
A sheep, goat, etc. ... ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

‖ Excluding Rs. 15 in respect to Running power share over Tangi-Narayanganj section of Eastern Bengal Railway (credited to working expenses), Ferry and Jetty charges, etc., accounted for through invoices, which are included in details.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
335	336	337	338	339	340	341	342	343
		Brought forward ...	Tons. 59,203,915	Rs. 32,00,53,223	Tons.* 21,036	Rs. 9,15,936	Tons.* 112,260	Rs. 13,43,472
		2′ 6″ gauge.						
29	...	Asrah-Sasaram Light ...	26,879	53,322	...	...	...	...
30	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	Information
32	...	Baraset-Basirhat Light ...	25,493	51,428	...	...	...	...
33	...	Barsi Light	139,037	5,35,255	...	...	16	237
34	...	Bengal Provincial ...	45,908	37,201	...	...	...	...
35	...	Bukhtiarpur-Bihar Light ...	34,220	54,455	...	...	...	...
38	...	Champaner-Shivrajpur Light..	33,837	29,839	...	...	...	...
39	...	Cutch State	17,410	40,382	...	...	...	...
40	...	Dehri-Rohtas Light ...	112,271	1,72,453	...	...	...	...
41	...	Dholpur-Bari ...	30,063	42,976	...	...	...	...
43	...	Godhra-Lunavada ...	5,800	9,308	...	...	...	...
44	...	Jessore-Jhenidah ...	...	...	...	...	...	Information
45	...	Kolar District	5,902	7,430	...	...	...	...
46	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	15,963	26,689	...	...	...	...
47	...	Nadiad-Kapadvanj ...	13,760	30,615	...	...	...	...
1	(*f*)	Parlakimedi Light ...	10,605	8,533	...	...	...	...
25	(*c*)	Powayan Light ...	21,625	24,740	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	117,013	2,92,650	...	...	...	...
49	...	Tezpore-Balipara Light ...	22,385	79,500	...	...	...	...
		2′ 0″ gauge.						
50	...	Darjeeling-Himalayan ...	47,074	6,09,120	...	...	497	2,53
51	...	Darjeeling-Himalayan Extensions.	...	...	...	...	...	Information
52	...	Gwalior Light ...	96,677	3,07,038	...	...	...	...
53	...	Howrah-Amta Light ...	47,951	83,207	...	...	...	...
54	...	Howrah-Sheakhala Light ...	11,861	15,767	...	...	...	...
55	...	Jagadhri Light ...	10,783	7,893	...	...	...	...
56	...	Jorhat (Provincial) ...	22,000	81,000	...	...	...	...
58	...	Tarikere-Narasimharajapura...	...	...	...	...	...	Information
		Total 1914-15 ...	60,118,431	32,26,54,024	21,036	9,15,936	112,773	13,46,245
		Total 1913-14 ...	62,589,465	35,01,17,992	20,074	5,16,639	174,003	20,04,605
		Increas ...	...	...	962	3,99,297	...	...
		Decrease ...	2,471,034	2,74,63,968	...	...	61,230	6,58,360

* Live stock has been converted into tons at :—

A head of cattle, or a pony or horse ... ... = 0·25 ton.
A sheep, goat, etc. ... ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

DIX 11—*concld.*

earnings therefrom during the financial year 1914-15.

each railway in India and is therefore not the same as the total production and imports.]

XXXV. ANIMALS.						NUMBER.
(3) Sheep, etc.		(4) Elephants.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
344	345	346	347	348	349	350
Tons.* 81,118	Rs. 14,21,414	Tons.* 216	Rs. 6,047	Tons.* 214,630	Rs. 36,86,854	
...	...	...	...	...	...	29
not available.	...	...	...	...	...	30
...	...	...	...	...	...	32
...	...	...	...	16	237	33
...	...	...	...	...	...	34
...	...	...	...	...	...	35
...	...	...	...	...	...	38
...	...	..	...	...	...	39
...	...	...	...	...	...	40
...	...	...	...	...	...	41
...	...	...	...	...	...	43
not available.	...	...	...	...	...	44
...	...	...	...	...	...	45
not available.	...	...	...	...	...	46
..	...	...	...	...	...	1
...	...	...	...	...	...	47
...	...	...	...	...	...	1
...	...	...	...	...	...	25
...	...	...	...	...	...	48
...	...	...	...	...	...	49
...	...	...	...	497	2,536	50
not available.	...	...	...	...	...	51
...	...	...	...	...	...	52
...	...	...	...	...	...	53
...	...	...	...	...	...	54
...	...	...	...	...	...	55
...	...	...	...	...	...	56
not available.	...	...	...	...	...	58
81,118	14,21,414	216	6,047	215,143	36,89,627	
86,551	14,93,946	173	3,737	280,801	40,14,927	
...	...	43	2,310	...	...	
5,433	68,532	...	...	65,658	3,25,300	

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	1	2	3	4		
				Description of railway					
Main head.	Sub-head.			Gauge of railway.	Mean mileage worked.	Number of stations.	Total length of the under		
							$(a)\frac{1}{100}$ and less.	$(b)\frac{1}{100}$ to $\frac{1}{50}$.	$(c)\frac{1}{100}$ to $\frac{1}{80}$.
					Miles.	No.	Miles.	Miles.	Miles.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		5′ 6″	1,878·29	304	...	0·15	119·84
2	(a) to (e)	Bombay, Baroda and Central India		5′ 6″	1,334·86	207	...	1·32	0·31
3	(a)	Eastern Bengal		5′ 6″	525·42	157	...	...	...
4	(a) to (c)	East Indian		5′ 6″	2,771·17	479	6·05	18·62	49·88
5	(a) to (f)	Great Indian Peninsula		5′ 6″	3,037·30	471	19·31	2·82	72·39
6	(a) and (b)	Madras and Southern Mahratta		5′ 6″	1,041·61	210	...	13·60	34·42
7	(a) and (b)	Nizam's Guaranteed State		5′ 6″	354·70	49	...	...	79·19
8	(a) to (l)	North Western		5′ 6″	4,971·89	824	86·06	100·52	179·40
9	(a) to (c)	Oudh and Rohilkhand		5′ 6″	1,635·98	299	...	9·30	6·41
10	(a)	South Indian		5′ 6″	577·24	85	...	9·26	15·00
		3′ 3½″ Gauge.							
11	.....	Assam-Bengal		3′ 3½″	863·95	175	10·20	35·67	28·45
12	(a) and (b)	Bengal and North-Western		3′ 3½″	2,096·95	363	0·95	0·15	...
14	(a) and (b)	Bhavnagar State		3′ 3½″	231·75	38	...	0·29	1·92
2	(f) to (l)	Bombay, Baroda and Central India		3′ 3½″	2,215·17	316	3·40	0·23	18·75
15	(a) to (c)	Burma		3′ 3½″	1,564·41	312	92·92	44·22	54·60
3	(b) to (d)	Eastern Bengal		3′ 3½″	1,139·34	200	0·34	0·52	4·69
18	(a) to (c)	Gondal-Porbandar State		3′ 3½″	219·75	37	...	...	...
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		3′ 3½″	441·44	71	...	...	...
19	.....	Jamnagar		3′ 3½″	54·22	7	...	...	0·17
20	(a) to (e)	Jodhpur-Bikaner		3′ 3½″	1,296·48	149	...	...	...
21	.....	Junagad State		3′ 3½″	113·88	17	...	...	1·35
6	(c) to (l)	Madras and Southern Mahratta		3′ 3½″	2,091·17	325	16·25	31·33	592·22
10	(c)	Nilgiri		3′ 3½″	28·96	12	22·95	1·61	0·27
25	(a) and (b)	Rohilkund and Kumaon		3′ 3½″	566·63	95	...	6·41	8·89
10	(f)	Shoranur-Cochin		3′ 3½″	64·75	15	...	13·75	9·14
10	(b), (d), (e) and (g) to (i)	South Indian		3′ 3½″	1,115·82	276	0·04	14·64	130·82
26	.....	Udaipur-Chitorgarh		3′ 3½″	68·72	11	...	...	1·10
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2′ 6″	623·83	77	...	34·65	90·17
8	(m)	Jacobabad Kashmor		2′ 6″	25·43	7	...	...	9·94
8	(n)	Kalka-Simla		2′ 6″	59·92	21	6·00	2·38	...
8	(o) and (p)	Kohat-Thal and Nowshera-Durgai		2′ 6″	102·00	18	0·06	...	27·57
10	(f)	Morappur-Hosur		2′ 6″	73·40	10	...	25·06	7·46
1	(g)	Purulia-Ranchi		2′ 6″	115·30	17	...	9·57	31·84
1	(h)	Raipur-Dhamtari		2′ 6″	58·94	14	0·51	...	...
10	(k)	Tirupattur-Krishnagiri		2′ 6″	25·38	5	...	8·21	2·29
8	(q)	Trans Indus (Kalabagh-Bannu)		2′ 6″	88·91	13	0·36	0·08	16·64
		2′ 0″ Gauge.							
20	(f)	Pipar-Bilara Light		2′ 0″	25·25	4	...	...	0·68

DIX 12.

during each half of the financial year 1914-15.

prepare these statistics.]

5				6		7		8		9		10		Number.
Worked.				Financial results.				Outlay, earnings and expenses. (Exclusive of Steam-boat Service.)						
noted gradients.		Steepest gradient worked.		Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, *i.e.*, on the mileage earning revenue.		Percentage of net earnings on paid up capital.		Capital outlay per mile open.		Total earnings per mile open per week.		Total working expenses per mile open per week.		Main head.
(*d*) $\frac{1}{150}$ to $\frac{1}{250}$.	(*e*) $\frac{1}{251}$ to $\frac{1}{355}$.	(*a*) Length.	(*b*) Inclination.	Per cent.		Per cent.		Rs.		Rs.		Rs.		
Miles.	Miles.	Miles.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
611·90	149·77	0·15	1/80	2·45	3·12	2·45	3·12	1,76,352	1,80,390	370	408	193	179	1
262·11	98·53	...	...	3·40	3·37	...	...	2,05,233	2,04,101	553	575	279	301	2
...	7·69	3·72	1/300	1·18	1·85	...	...	3,14,227	3,62,081	639	707	480	414	3
221·55	176·66	0·15	1/50	4·18	4·79	...	...	2,54,850	2,61,317	721	762	306	277	4
809·62	279·52	5·99	1/37	1·29	3·46	...	...	2,08,903	2,12,656	489	564	384	277	5
184·96	113·28	0·80	1/60	2·83	3·12	*2·46	* 2·70	1,70,671	1,72,199	433	437	239	222	6
110·99	18·22	2·52	1/100	†2·92	†2·91	†2·50	† 2·50	1,49,649	1,51,706	337	348	163	174	7
171·70	111·08	5·60	1/25	2·24	1·64	...	...	1,72,354	1,71,927	367	326	212	212	8
19·15	22·56	2·25	1/75	2·09	2·09	...	...	1,27,555	1,28,297	241	245	124	139	9
86·75	39·19	1·42	1/62	2·32	2·20	...	...	1,54,508	1,55,720	343	331	202	196	10
117·21	34·54	16·79	1/37	0·42	0·72	...	...	1,73,535	1,76,627	150	164	120	113	11
3·39	7·59	0·96	1/50	3·59	3·41	...	...	54,696	84,902	189	184	70	70	12
67·18	25·03	0·29	1/70	3·57	3·46	...	...	52,811	53,126	140	136	63	64	14
365·11	226·88	...	...	3·36	4·29	...	...	80,645	80,788	256	272	148	133	2
159·70	144·45	9·81	1/25	2·85	2·48	...	...	1,23,950	1,28,972	285	288	169	157	15
48·63	43·13	0·82	1/180	1·50	2·87	...	...	1,08,260	1,13,532	222	259	162	139	3
71·58	34·58	1·69	1/175	3·39	3·14	...	...	44,925	46,581	124	121	63	63	18
250·00	15·31	26·47	1/133	2·99	2·51	3·04	2·53	77,550	78,989	195	174	111	103	7
9·54	6·88	0·19	1/100	2·54	2·08	...	...	46,278	46,890	113	101	70	66	19
251·25	117·72	1·17	1/130	3·86	3·84	...	...	27,406	27,798	92	87	50	45	20
31·30	15·20	1·35	1/100	2·57	2·32	...	...	50,031	50,810	104	106	52	59	21
336·16	117·53	16·25	1/40	2·09	2·22	*2·46	2·70	80,468	80,638	181	166	114	96	6
0·18	...	0·27	1/42	0·88	—0·58	...	...	2,70,479	2,79,904	419	353	314	416	10
14·61	23·22	...	1/70	2·16	2·37	...	...	62,534	63,236	117	120	64	64	25
7·95	3·08	13·75	1/80	3·07	1·83	...	...	1,07,529	1,07,695	201	196	115	120	10
244·59	103·88	0·04	1/50	4·32	2·82	...	...	1,04,082	1,04,449	391	318	201	191	10
30·75	6·98	0·46	1/100	2·52	2·26	...	...	33,242	33,287	77	71	46	43	26
127·95	33·29	0·08	1/73	0·68	0·35	0·68	0·35	60,501	62,145	70	60	54	52	1
2·57	...	2·57	...	...	0·56	...	...	...	26,789	...	16	...	7	8
3·40	...	1·33	1/33	1·52	2·22	...	..	3,32,732	3,29,472	458	362	265	80	8
30·07	22·77	3·63	1/100	0·06	0·40	...	...	68,383	68,848	69	83	67	73	8
16·29	2·00	14·90	1/67	—0·01	—0·78	...	...	40,363	40,368	37	33	37	45	10
53·69	5·59	9·57	1/80	2·26	2·82	2·26	2·32	60,059	61,554	90	101	38	46	1
17·83	2·55	0·51	1/50	3·70	3·46	3·70	3·46	26,061	26,144	64	66	27	31	1
4·15	0·21	7·18	1/67	0·27	0·19	...	...	42,531	42,530	55	44	51	41	10
12·60	6·12	0·36	1/50	—0·65	0·33	...	...	57,663	63,786	49	71	66	61	8
2·97	3·30	0·68	1/100	2·23	1·14	...	...	11,032	11,033	20	18	11	13	20

* For both 5′ 6″ and 3′ 3½″ gauges.
† For Nizam's Guaranteed State railway only.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	11		12		13	
				Outlay, earnings and expenses					
Main head.	Sub-head.			Total earnings per train-mile. Rs.		Total working expenses per train-mile. Rs.		Net earnings per train-mile. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		3·87	4·25	2·02	1·86	1·85	2 39
2	(a) to (e)	Bombay, Baroda and Central India		5·28	5·42	2·66	2·84	2·62	2·58
3	(a)	Eastern Bengal		3·68	4·12	2·76	2·41	0·92	1·71
4	(a) to (c)	East Indian		4·14	4·25	1·76	1·55	2 39	2·71
5	(a) to (f)	Great Indian Peninsula		3·65	4·20	2·86	2 06	0·79	2·14
6	(a) and (b)	Madras and Southern Mahratta		4·62	4·71	2·55	2·39	2·07	2·32
7	(a) and (b)	Nizam's Guaranteed State		4·30	4·71	2·08	2·35	2·22	2·36
8	(a) to (l)	North Western		4·41	4·01	2·56	2·62	1·85	1·39
9	(a) to (c)	Oudh and Rohilkhand		3 59	3·81	1·99	2·16	1·60	1·65
10	(a)	South Indian		3·70	3·67	2·18	2·17	1·52	1·50
		3′ 3½″ Gauge.							
11	.....	Assam-Bengal		3·16	3·60	2·53	2·49	0·63	1·11
12	(a) and (b)	Bengal and North-Western		3 27	3·24	1·22	1·23	2·05	2·01
14	(a) and (b)	Bhavnagar State		2·90	4·40	1·32	1·61	1·58	1·79
2	(f) to (l)	Bombay, Baroda and Central India		3·46	3 67	2·01	1·80	1·45	1·87
15	(a) to (c)	Burma		3·77	4 37	2·23	2·38	1·54	1·99
3	(b) to (d)	Eastern Bengal		2·71	3·23	1·97	1·73	0·74	1·50
18	(a) to (c)	Gondal-Porbandar State		3·19	2·87	1·63	1·50	1·56	1·37
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		2·98	3·29	1·68	1·94	1·28	1·35
19	.....	Jamnagar		4·04	3·83	2·51	2·50	1·53	1·33
20	(a) to (e)	Jodhpur-Bikaner		3·05	2·97	1·66	1·53	1·39	1·44
21	.....	Junagad State		4·22	3·18	2·12	1·77	2·10	1·41
6	(c) to (l)	Madras and Southern Mahratta		2·83	2·68	1·77	1·55	1·06	1·13
10	(c)	Nilgiri		5·88	4·90	4·48	5·78	1 35	—0·88
25	(a) and (b)	Rohilkund and Kumaon		2·93	3·21	1·59	1·71	1·35	1·50
10	(f)	Shoranur-Cochin		2·94	2·89	1·68	1·77	1·26	1·12
10	(b), (d), (e) and (g) to (i)	South Indian		3·30	2·79	1·70	1·67	1·60	1·12
26	.....	Udaipur-Chitorgarh		2·71	3·01	1·60	1·81	1·10	1·20
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·43	2·25	1·88	1·94	0·55	0·31
8	(m)	Jacobabad-Kashmor		...	1·16	...	0 52	...	0·64
8	(n)	Kalka-Simla		4·75	4·16	2·75	0·92	2·00	3·24
8	(o) and (p)	Kohat-Thal and Nowshera-Durgai		1·55	1·62	1·52	1·42	0·03	0·20
19	(j)	Morappur-Hosur		1·58	0·99	1·59	1·36	—0·01	—0·37
1	(g)	Purulia-Ranchi		2·63	2·96	1·10	1·35	1 53	1·61
1	(h)	Raipur-Dhamtari		3·05	2·90	1·28	1·36	1·77	1·54
10	(k)	Tirupattur-Krishnagiri		1·76	1·51	1·62	1·40	0·14	0·11
8	(g)	Trans Indus (Kalabagh-Bannu)		2·19	2·75	2·97	2·36	—0·78	0·39
		2′ 0″ Gauge.							
20	(f)	Pipar-Pilara Light		1·37	1·23	0·7	0·90	—0·64	0·33

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

14		15		16		17		18		19		20		Number.
(Exclusive of Steam-boat Service)—*concld.*								Division of expenditure between coaching and goods traffic.						
Cost per 1,000 gross ton-miles moved (freight and dead weight). Rs.		Percentage of total working expenses on total earnings. Per cent.		Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores. Per cent.		Inclusive of steam-boat service. Percentage of total working expenses on total earnings (for details see items 123-129). Per cent.		Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of rupees).		Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)— Coaching (in thousands of rupees).		Goods (in thousands of rupees).		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
4·19	3·55	52·10	43·86	50 39	41·30	53·22	44·86	88,64	81,96	25,05	19,66	63,59	62,32	1
5·78	5·90	50·41	52·41	49·22	51·33	50·41	52·41	83,69	91,68	36,29	37,22	47,40	54,46	2
6·55	5·48	75 06	58·54	73·85	57·55	75·06	58·54	59,58	55,32	27,19	21,91	32,49	33,41	3
3·22	2·60	42·38	36·42	40·67	34·55	42·52	36·49	2,17,62	1,93,24	57,77	46,31	1,59,85	1,46,93	4
7·16	4·71	78·50	49·13	77·59	47·59	78·50	49·13	2,95,67	2,14,31	1,13,34	77,58	1,82,33	1,36,73	5
5·81	5·20	55·23	50·81	53·89	49.10	55·23	50·81	62,27	56,85	25,94	22,66	36,33	34,19	6
5·51	5·92	48·30	49·86	48·03	49·52	48·30	49·86	13,98	14,89	4,32	4,59	9,66	10,30	7
5·75	6·10	57·91	65·20	56·75	63·17	57·97	65·13	2,69,55	2,69,88	1,01,50	1,12,05	1,68,05	1,57,83	8
4·76	4·76	55·52	56·58	54·09	55·00	55·52	56·58	51,50	54,72	27,57	26,66	23,93	28,06	9
6·01	6·06	58·83	59·14	58·17	58·47	58 83	59·14	19,96	19,57	9,73	10,15	10,23	9,42	10
9·43	8·54	79·97	69·13	79·58	68·58	80·48	69·78	23,98	22,83	9,93	9,32	14,05	13,51	11
4·64	4·71	37·19	37·87	35·77	36·70	38·66	39·56	37,00	36,72	18,43	17,57	18,57	19,15	12
7·41	8·81	45·47	47·40	45·03	46·92	45·47	47·40	3,56	3,66	1,70	2,08	1,86	1,58	14
8·12	7·00	57·97	49·03	57·04	48·35	57·97	49·03	82,93	74,53	37,18	27,94	45,75	46,59	2
8·06	7·97	59·15	54·52	57·97	53·42	59·70	55 02	65,50	60,06	23,79	22,00	41,71	38,06	15
7·94	6·57	72·98	53·55	66·92	50·11	73·68	54·40	46,97	38,80	20,81	16,39	26,16	22,41	3
9·12	9·30	50·93	52·40	50·53	52·09	50·93	52·40	3,45	3,38	1,84	2,00	1,61	1,38	18
8·38	9·10	56·86	58·85	54·20	57·05	56·86	58 65	12,01	11,13	5,39	5,91	6,62	5,22	7
14·37	15·48	62·11	65·30	61·93	65·29	62·11	65·30	92	85	57	62	35	26	19
7·37	6·35	54·28	51·43	53·47	50·44	54·28	51·43	16,26	14,65	7,55	6,37	8,71	8,28	20
9·99	9·43	50·14	55·67	49·86	55·44	50·14	55·67	1,39	1,67	68	77	71	90	21
8·34	7·02	62·66	57·69	61·33	55·91	62·66	57·69	60,55	50,41	23,35	19,46	37,20	30,95	6
52·88	71·06	76·83	117·93	76·37	118·61	76·83	117·93	2,35	3,11	1,49	1,89	86	1,22	10
7·24	7·19	54·24	58·21	53·46	52·75	53·77	56·45	9,06	9,13	4,49	4,37	4,57	4,76	25
9·10	8·89	56·10	59·58	55·94	59·43	57·11	61·11	1,88	1,91	94	92	94	99	10
7·57	7·57	51·45	59·92	50·85	59·47	52·53	61·68	56,23	53,38	30,42	29,63	25,81	23,75	10
8·96	10·14	59·23	60·08	59·22	60·05	59·23	60·08	79	74	61	58	18	16	26
8·59	9·00	77·54	86·21	76·47	85·82	77·54	86·21	8,72	8,29	3,75	4,25	4,97	4,04	1
...	6·93	...	45·00	...	45·00	...	45·00	...	10	...	5	...	5	8
31·08	10·44	57·84	22·16	57·73	21·63	57·84	22·16	4,06	1,18	1,88	52	2,23	65	8
18·75	19·78	97·83	87·28	97·82	87 22	97·83	87·28	1,77	1,90	1,13	1,06	64	84	8
13·38	13·08	100·43	137·69	100·44	137·92	100·43	137·69	70	85	49	65	21	20	10
5·30	6·60	41·89	45·76	41·79	45·66	41·89	45·76	111	1,38	66	87	45	51	1
10·70	11·49	42·00	46·89	41·87	45 86	42·00	46·89	40	45	13	15	27	30	1
15·07	13·11	91·75	93·66	91·69	92·62	91·75	92·66	33	27	20	17	13	10	10
21·24	16·18	135·74	85·78	136·18	85·70	126·66	89·92	1,52	1,40	84	64	68	76	8
28·50	32·78	53·04	73·31	52·60	73·19	53·04	73·31	7	9	4	5	3	4	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	21		22		23	
				COACHING					
				GROSS RECEIPTS AND TRAIN-MILEAGE.					
Main head.	Sub-head.			Receipts from coaching traffic (in thousands of rupees).		Coaching train-miles run (in thousands). No.		Average coaching receipts per train-mile. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		59,10	56,47	2,013	1,847	2·94	3·06
2	(a) to (e)	Bombay, Baroda and Central India		65,94	70,00	1,968	1,947	3·35	3·59
3	(a)	Eastern Bengal		38,79	35,75	1,410	1,457	2·75	2·45
4	(a) to (c)	East Indian		1,69,17	1,53,51	5,258	5,100	3·22	3·01
5	(a) to (f)	Great Indian Peninsula		1,34,36	1,40,63	5,353	5,450	2·51	2·58
6	(a) and (b)	Madras and Southern Mahratta		50,40	46,38	1,384	1,375	3·64	3·37
7	(d) and (b)	Nizam's Guaranteed State		8,42	8,53	312	293	2·70	2·91
8	(a) to (i)	North Western		1,80,92	1,81,76	6,007	6,033	3·01	2·99
9	(a) to (c)	Oudh and Rohilkhand		57,69	50,20	1,758	1,631	3·28	3·08
10	(a)	South Indian		17,16	15,71	612	611	2·81	2·57
		3′ 3½″ GAUGE.							
11	.....	Assam-Bengal		14,77	17,53	465	455	3·18	3·85
12	(a) and (b)	Bengal and North-Western		56,62	49,18	1,773	1,688	3·19	2·91
14	(a) and (b)	Bhavnagar State.		4,41	4,74	170	169	2·59	2·81
2	(f) to (i)	Bombay, Baroda and Central India		69,22	59,23	2,243	2,057	3·09	2·88
15	(a) to (c)	Burma		48,86	46,02	1,299	1,190	3·76	3·87
3	(b) to (d)	Eastern Bengal		35,44	35,64	1,416	1,433	2·45	2·49
18	(a) to (c)	Gondal-Porbandar State		4,15	3,99	124	151	3·35	2·64
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		7,84	8,23	396	380	1·98	2·16
19	.....	Jamnagar		1,08	98	25	27	4·22	3·59
20	(a) to (e)	Jodhpur-Bikaner		16,88	14,34	526	513	3·21	2·80
21	.....	Junagad State		1,79	1,73	36	47	4·96	3·66
6	(c) to (i)	Madras and Southern Mahratta		41,38	37,47	1,477	1,422	2·80	2·64
19	(c)	Nilgiri		1,70	1,17	33	33	5·08	3·55
25	(a) and (b)	Rohilkund and Kumaon		8,92	7,13	306	293	2·92	2·43
10	(f)	Shoranur-Cochin		1,83	1,79	67	66	2·72	2·70
16	(b), (d), (e) and (g) to (i)	South Indian		67,90	51,56	1,985	2,062	3·42	2·50
26	.....	Udaipur-Chitorgarh		92	83	38	32	3·40	2·58
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		5,72	4,71	235	247	2·44	1·91
8	(m)	Jacobsbad Kashmor		...	15	...	12	...	1·28
8	(n)	Kalka-Simla		4,45	3,02	75	65	5·96	4·64
8	(o) and (p)	Kohat-Thal and Nowshera-Durgai		1,33	1,42	80	86	1·65	1·65
10	(j)	Morappur-Hosur		53	47	30	46	1·79	1·02
1	(g)	Purulia-Ranchi		1,82	1,94	66	67	2·45	2·89
1	(h)	Baipur-Dhamtari		54	54	14	14	3·85	3·77
10	(k)	Tirupattur-Krishnagiri		23	18	12	12	1·88	1·49
8	(q)	Trans Indus (Kalabagh-Bannu).		78	1,02	31	32	2·53	3·25
		2′ 0″ GAUGE.							
20	(f)	Pipar-Bilara Light		10	9	7	7	1·44	1·32

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

24	25	26	27	28	29	30	Num-bee.
TRAFFIC.							
UNITS AND UNIT-MILEAGE.							
Number of units carried one mile (in thousands).						Average sum received for carrying a unit one mile.	Main head.
1st class. Unit-miles.	2nd class. Unit-miles.	3rd or intermediate class. Unit-miles.	4th or lowest class. Unit-miles.	Total passenger unit-mileage. Unit-miles.	Other coaching traffic. Ton-miles.	1st class. Pies.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
2,441 / 3,037	5,644 / 6,188	16,089 / 14,862	364,452 / 335,464	388,626 / 359,546	3,132 / 3,983	12·82 / 12·80	1
2,158 / 3,314	13,897 / 18,498	25,484 / 24,193	425,876 / 404,305	467,715 / 450,280	7,349 / 10,279	13·48 / 11·76	2
1,636 / 1,545	5,369 / 4,038	30,993 / 27,377	203,212 / 197,471	241,210 / 230,431	2,077 / 1,662	13·55 / 13·57	3
4,852 / 6,586	15,086 / 18,221	82,654 / 75,450	1,090,397 / 938,664	1,192,989 / 1,038,921	12,390 / 13,901	13·86 / 13·29	4
7,474 / 10,736	21,097 / 27,410	8,115 / 7,867	785,956 / 702,250	821,742 / 748,263	15,584 / 23,855	13·10 / 12·09	5
1,850 / 2,059	6,301 / 6,290	5,085 / 4,836	316,420 / 276,778	329,656 / 289,963	4,180 / 4,433	14·91 / 14·80	6
353 / 440	1,995 / 2,211	13,374 / 14,253	35,434 / 34,631	51,156 / 51,585	854 / 827	13·04 / 12·20	7
4,735 / 7,758	18,676 / 29,756	65,180 / 63,130	1,183,204 / 1,097,828	1,271,795 / 1,198,472	13,439 / 19,003	13·02 / 11·98	8
1,743 / 1,589	6,596 / 5,578	30,862 / 25,467	347,684 / 295,288	386,885 / 327,922	2,444 / 2,649	15·12 / 14·74	9
952 / 824	4,274 / 3,223	... / ...	132,500 / 119,789	137,726 / 123,836	1,114 / 1,123	11·43 / 11·17	10
446 / 664	790 / 899	3,383 / 3,062	85,176 / 102,426	89,795 / 107,051	629 / 735	15·14 / 15·00	11
382 / 624	1,588 / 2,300	3,292 / 7,427	496,730 / 428,372	507,292 / 438,723	1,465 / 1,344	12·47 / 11·94	12
65 / 69	513 / 629	... / ...	24,945 / 26,503	25,523 / 27,206	119 / 140	12·00 / 12·00	14
1,342 / 1,270	5,052 / 5,518	14,533 / 12,612	585,885 / 490,644	604,611 / 500,044	3,983 / 4,736	15·19 / 13·89	2
1,696 / 2,005	4,624 / 4,578	... / ...	272,451 / 251,561	278,771 / 258,144	1,697 / 1,801	15·81 / 14·92	15
516 / 636	2,301 / 2,214	19,782 / 17,766	210,736 / 213,502	233,335 / 234,118	1,794 / 1,833	14·43 / 14·37	3
106 / 98	728 / 696	... / ...	22,847 / 22,202	23,681 / 22,996	108 / 91	12·00 / 12·00	16
180 / 287	1,253 / 1,583	... / ...	58,322 / 56,688	59,755 / 60,558	275 / 494	11·00 / 10·25	7
21 / 10	196 / 176	... / ...	5,799 / 5,259	6,016 / 5,445	45 / 40	12·00 / 13·25	19
254 / 242	1,282 / 1,034	4,936 / 3,240	127,261 / 115,086	133,733 / 119,602	987 / 870	13·45 / 15·18	20
27 / 25	332 / 329	... / ...	9,961 / 9,672	10,320 / 10,026	43 / 39	12·09 / 12·00	21
972 / 1,027	4,915 / 4,645	1,276 / 1,066	316,210 / 284,431	323,373 / 291,109	1,931 / 1,854	15·08 / 13·92	6
361 / 205	... / ...	... / ...	2,690 / 2,034	3,051 / 2,239	42 / 27	19·84 / 19·87	10
212 / 112	751 / 505	801 / 615	62,670 / 53,273	64,434 / 54,505	271 / 185	28·59 / 24·62	25
91 / 102	465 / 379	... / ...	14,856 / 14,647	15,413 / 15,128	50 / 45	11·98 / 11·91	10
1,461 / 1,548	10,808 / 8,154	... / ...	586,571 / 435,403	598,840 / 445,105	2,027 / 1,848	11·64 / 11·33	10
19 / 19	54 / 63	26 / 37	7,771 / 6,886	7,870 / 7,005	31 / 32	17·99 / 18·00	26
59 / 76	218 / 235	668 / 611	38,586 / 30,804	39,531 / 31,726	159 / 169	15·95 / 15·89	1
... / ...	... / ...	... / ...	8,25 / ...	8,25 / ...	... / 1	... / ...	8
329 / 160	518 / 278	... / ...	3,239 / 2,311	4,086 / 2,749	120 / 97	47·84 / 48·63	8
30 / 39	83 / 125	287 / 212	8,866 / 9,035	9,266 / 9,411	28 / 64	13·89 / 11·78	8
17 / 16	... / ...	... / ...	5,000 / 4,239	5,017 / 4,255	7 / 8	11·98 / 11·99	10
64 / 68	174 / 167	509 / 398	8,451 / 11,807	9,198 / 12,440	62 / 65	15·19 / 15·32	1
5 / 5	24 / 26	59 / 60	3,126 / 3,116	3,214 / 3,207	10 / 13	16·43 / 15·87	1
4 / 4	... / ...	... / ...	2,100 / 1,674	2,104 / 1,678	8 / 4	12·20 / 11·94	10
31 / 52	46 / 94	108 / 143	5,804 / 6,482	5,989 / 6,771	15 / 84	14·09 / 11·81	8
... / ...	4 / 3	... / ...	835 / 751	839 / 754	2 / 2	18·38 / 17·92	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	31		32		33	
				COACHING					
				UNITS AND UNIT-					
				Average sum received for carryin					
Main head.	Sub-head.			2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		6·57	6·57	3·25	3·23	2·44	2·44
2	(a) to (e)	Bombay, Baroda and Central India		5·40	4·74	2·79	2·80	2·06	2·09
3	(a)	Eastern Bengal		6·55	6·61	2·88	2·85	2·47	2·47
4	(a) to (c)	East Indian		6·43	5·91	3·16	3·13	2·23	2·22
5	(a) to (f)	Great Indian Peninsula		6·33	5·63	4·72	4·43	2·91	2·35
6	(a) and (b)	Madras and Southern Mahratta		6·99	6·71	3·71	3·70	2·30	2·32
7	(a) and (b)	Nizam's Guaranteed State		5·21	5·09	2·72	2·75	2·32	2·34
8	(a) to (l)	North Western		5·46	4·33	3·28	3·28	2·26	2·26
9	(a) to (c)	Oudh and Rohilkhand		6·13	6·32	3·04	3·04	2·44	2·44
10	(a)	South Indian		4·97	5·88	...	...	1·94	1·97
		3′ 3½″ GAUGE.							
11	.....	Assam-Bengal		7·45	7·39	3·22	3·51	2·74	2·71
12	(a) and (b)	Bengal and North-Western		5·98	5·67	3·06	3·08	1·99	1·97
14	(a) and (b)	Bhavnagar State		5·99	5·99	...	...	2·99	2·99
2	(f) to (l)	Bombay, Baroda and Central India		6·94	6·19	2·79	2·79	1·91	1·91
15	(a) to (c)	Burma		8·26	7·87	...	...	2·98	2·99
3	(b) to (d)	Eastern Bengal		6·37	6·83	2·86	2·86	2·51	2·51
18	(a) to (c)	Gondal-Porbandar State		6·00	6·00	...	...	3· 0	3·00
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		5·49	5·18	...	...	2·23	2·21
19	.....	Jamnagar		6·00	6·75	...	...	3·00	3·00
20	(a) to (e)	Jodhpur-Bikaner		7·44	7·31	2·96	2·93	2·02	1·91
21	.....	Junagad State		6·00	6·00	...	...	3·00	3·00
6	(c) to (l)	Madras and Southern Mahratta		6·81	6·74	3·94	3·94	2·07	2·06
10	(c)	Nilgiri		...	...	...	...	4·93	5·07
25	(a) and (b)	Rohilkund and Kumao		10·58	10·02	4·58	4·31	2·17	2·14
10	(f)	Shoranur-Cochin		5·20	5·72	...	...	1·96	1·97
10	(b), (d), (e) and (g) to (i)	South Indian		5·17	5·53	...	...	1·96	1·96
26	.....	Udaipur-Chitorgarh		8·98	8·98	3·00	3·00	1·99	1·99
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		7·08	7·02	3·58	3·48	2·55	2·55
8	(m)	Jacobabad-Kashmor		...	...	...	...	...	3·52
8	(n)	Kalka-Simla		22·79	23·65	...	...	10·50	10·50
8	(o) and (p)	Kohat-Thal and Nowshera-Durgai		6·80	5·53	3·22	3·26	2·50	2·50
10	(j)	Morappur-Hosur		...	...	...	...	1·91	1·99
1	(g)	Purulia-Ranchi		7·46	7·52	3·64	3·77	2·87	2·59
1	(h)	Raipur-Dhamtari		7·84	7·70	4·49	4·4	3·00	3·00
10	(k)	Tirupattur-Krishnagiri		...	...	...	...	1·88	1·96
8	(q)	Trans-Indus (Kalabagh-Bannu)		6·70	4·42	3·32	2·60	2·25	2·25
		2′ 0″ GAUGE.							
20	(f)	Pipar-Bilara Light		8·12	8·02	...	...	2·25	2·25

DIX. 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

34	35	36	37	38	39	40	
TRAFFIC—*contd.*							NUMBERS.
MILEAGE—*contd.*							

a unit one mile—*concld.*				Average number of units in a train.										
Average for all classes. Pies.		Other coaching traffic per ton-mile. Pies.		1st class. No.		2nd class. No.		3rd or intermediate class. No.		4th or lowest class. No.		Total passenger units. No.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2·60	2·63	39·52	34·88	1·21	1·64	2·81	3·35	7·99	8·05	181·06	181·58	198·07	194·62	1
2·25	2·30	29·03	29·79	1·25	1·70	7·06	9·49	13·95	12·43	216·35	207·63	237·61	251·23	2
2·69	2·66	46·03	43·00	1·16	1·06	3·81	2·77	21·98	18·80	144·12	135·57	171·07	158·20	3
2·39	2·42	31·79	31·24	0·92	1·29	2·87	3·57	15·72	14·80	207·40	184·07	226·91	208·78	4
2·54	2·63	31·86	30·72	1·40	1·97	3·94	5·03	1·51	1·44	146·65	128·86	153·50	137·30	5
2·48	2·52	36·17	35·73	1·34	1·50	4·55	4·57	3·67	3·52	228·61	201·30	238·17	210·89	6
2·61	2·65	33·04	32·73	1·13	1·51	6·40	7·55	...	...	156·48	167·06	164·01	176·12	7
2·40	2·43	31·67	30·64	0·79	1·28	3·11	4·89	10·95	10·38	196·97	180·48	211·72	197·08	8
2·61	2·61	40·68	40·66	0·99	0·98	3·75	3·42	17·55	15·61	197·72	181·06	220·01	201·04	9
2·10	2·12	35·61	35·10	1·56	1·35	6·99	5·28	...	...	216·64	196·05	225·19	202·68	10
2·36	2·65	42·77	42·78	0·96	1·46	1·70	1·98	7·23	6·73	183·10	225·23	198·08	235·46	11
2·03	2·02	38·45	42·25	0·22	0·37	1·06	1·36	4·67	4·40	230·09	253·33	236·04	259·96	12
3·06	3·09	50·43	50·00	0·38	0·41	3·02	3·78	...	...	146·55	157·31	149·95	161·45	14
2·01	2·01	29·29	27·48	0·60	0·62	2·25	2·68	6·39	6·13	260·29	233·63	269·53	243·06	2
3·15	3·17	35·42	35·70	1·31	1·68	3·56	3·85	...	...	209·71	211·41	214·58	216·94	15
2·61	2·62	39·88	39 21	0·36	0·44	1·59	1 55	13·69	12·40	145·78	149·02	161·42	163·41	3
3·13	3·13	51·58	51 47	0·86	0·64	5·88	4·66	...	...	184·32	146·72	191·06	151 96	18
2·32	2·32	42·57	35·18	0·45	0·75	3·16	4·16	...	...	147·14	154 29	150·75	159·20	7
3·13	3·14	42·98	44·64	0·82	0·35	7·63	6·41	...	...	226·53	192·23	234·98	198·99	19
2·13	2·02	39·57	39·05	0·48	0·47	2·43	2·02	9·38	6·22	241·75	224·48	254·04	233 29	20
3·12	3·12	51·30	51·28	0·76	0·53	9·20	6·95	...	...	275·31	204·36	285·77	211·34	21
2·19	2 19	44·65	44·65	0·66	0·72	3·33	3·27	0·86	0·71	214·10	200·04	218·95	204·74	6
6·70	6 43	292·20	289·19	10·79	6·20	...	...	...	...	80·35	61·54	91·14	67·74	10
2·39	2·29	64·42	64·91	0·69	0·38	2·45	1·72	2·62	2 10	204·92	181·65	210·68	185·85	25
2·12	2·13	49·16	49 83	1·35	1·54	6·94	5·71	...	...	221·56	220·45	229·85	227·70	10
2·04	2·06	40·10	40 13	0·74	0·75	5·44	3 95	...	...	295·50	211·14	301·68	215·84	10
2·08	2·10	37·01	36·02	0·50	0·59	1·41	1·96	0·69	1·15	204·29	214·32	206·89	216·02	26
2·61	2·63	41·75	41·63	0·25	0·31	0·98	0·95	2·85	2·47	164·44	124·82	168·47	128·55	1
...	3 52	...	58·89	...	...	...	...	...	...	...	69·00	...	69·00	8
15·06	14·05	200·48	201·43	4·39	2·45	6·93	4·27	...	...	43·31	35·43	54·63	42·15	8
2·60	2·60	50·20	44·54	0·87	0·46	1·04	1 45	3·57	2·48	110·35	105·15	115·33	109·52	8
1·94	2·06	50·07	58 32	0·58	0 34	...	...	...	...	169·12	91·38	169·70	91 72	10
3·09	2·77	42·12	42·32	0·98	1·02	2·63	2·49	7·70	5·94	127·88	176·47	139·19	185·92	1
3·08	3·06	43·56	43·65	0·34	0·31	1·72	1·77	4·21	4·19	233·52	215·76	239·70	222·08	1
1·90	1 98	40·19	42·57	0·86	0·81	...	...	...	...	174·95	137·04	175·31	137·35	10
2·37	2·36	50·24	48·79	1·02	1·66	1·50	2·98	3·51	4·54	188·65	205·23	194·68	214·41	8
2·28	2 28	26·32	26·46	0·04	0·06	0·53	0·49	...	...	117·69	107·66	118·26	108·21	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	41		42		43	
								COACHING	
				UNITS AND UNIT MILEAGE—*concld.*		VEHICLES AND VEHICLE			
				Average number of units in a train—*concld.*		Number of coaching vehicles			
Main head.	Sub-head.			Other coaching traffic. Tons.		1st class. Vehicle miles.		2nd class. Vehicle miles.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		1·56	2·13	2,400	2,368	2,147	2,065
2	(*a*) to (*e*)	Bombay, Baroda and Central India		3·73	5·28	2,205	2,147	4,291	4,227
3	(*a*)	Eastern Bengal		1·47	1·15	1,603	1,388	1,391	1,260
4	(*a*) to (*c*)	East Indian		2·36	2·73	6,127	6,797	8,147	8,740
5	(*a*) to (*f*)	Great Indian Peninsula		2·90	4·38	8,980	9,355	7,474	7,910
6	(*a*) and (*b*)	Madras and Southern Mahratta		3·02	3·22	1,418	1,536	1,824	1,947
7	(*a*) and (*b*)	Nizam's Guaranteed State		2·74	2·82	396	392	550	530
8	(*a*) to (*l*)	North Western		2·24	3·13	8,403	8,785	7,280	7,631
9	(*a*) to (*c*)	Oudh and Rohilkhand		1·39	1·62	2,324	2,453	2,348	2,414
10	(*a*)	South Indian		1·82	1 84	491	478	703	650
		3′ 3½″ GAUGE.							
11	...	Assam-Bengal		1·42	1·62	760	840	746	808
12	(*a*) and (*b*)	Bengal and North-Western		0·83	0·80	3,256	3,344	2,962	2,956
14	(*a*) and (*b*)	Bhavnagar State		0·70	0·83	210	227	285	270
2	(*f*) to (*l*)	Bombay, Baroda and Central India		1·77	2·30	2,622	2,530	2,656	2,575
15	(*a*) to (*c*)	Burma		1·31	1·51	1,712	1,749	1,877	1,788
3	(*b*) to (*d*)	Eastern Bengal		1·24	1·36	2,081	2,022	1,095	860
18	(*a*) to (*c*)	Gondal-Porbandar State		0·87	0·60	171	191	267	277
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·69	1·30	416	387	565	552
19	...	Jamnagar		1·76	1·47	43	55	49	32
20	(*a*) to (*e*)	Jodhpur-Bikaner		1·87	1·70	612	663	641	664
21	.....	Junagad State		1·19	0·83	64	74	88	99
6	(*c*) to (*l*)	Madras and Southern Mahratta		1·31	1·30	1,744	1,796	1,945	1,968
10	(*c*)	Nilgiri		1·25	0·82	55	48	...	...
25	(*a*) and (*b*)	Rohilkund and Kumaon		0·89	0·63	446	388	378	349
10	(*f*)	Shoranur-Cochin		0·73	0 68	89	89	88	86
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		1·02	0·90	2,080	2,188	2,285	2,416
26	...	Udaipur-Chitorgarh		0·81	0·99	31	30	30	67
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·68	0 68	320	318	320	317
8	(*m*)	Jacobabad-Kashmor		...	0 05	...	...	...	...
8	(*n*)	Kalka-Simla		1·60	1·48	144	101	133	93
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		0·85	0 75	46	38	44	37
10	(*j*)	Morappur-Hosur		0·24	0·17	44	61	...	...
1	(*g*)	Purulia-Ranchi		0·94	0 98	1,28	105	121	119
1	(*h*)	Raipur-Dhamtari		0·69	0 89	14	16	14	16
10	(*k*)	Tirupattur-Krishnagiri		0·66	0·33	19	19	...	...
8	(*q*)	Trans-Indus (Kalabagh-Bannu)		0 49	2 66	25	23	25	23
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		0·25	0 27	5	4	4	4

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

44	45	46	47	48	49	50	Number.
TRAFFIC—*contd.*							
MILEAGE.							
hauled one mile (in thousands).					Average number of vehicles in a coaching train.		Main head.
3rd or intermediate class. Vehicle miles.	4th or lowest class. Vehicle miles.	Other vehicles. Vehicle miles.	Brake-vans. Vehicle miles.	Total. Vehicle miles.	1st class. No.	2nd class. No.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
2,724 / 2,497	16,638 / 15,045	2,346 / 2,523	2,223 / 2,031	23,478 / 26,529	1·19 / 1·28	1·07 / 1·12	1
... / ...	18,915 / 17,700	2,893 / 3822	4,049 / 3,959	31,453 / 31,855	1·12 / 1·10	2·18 / 2·17	2
3,023 / 2,488	12,111 / 12,005	2,122 / 2,505	1,376 / 1,867	21,626 / 21,018	1·14 / 0·95	0·99 / 0·87	3
10,593 / 10,648	43,671 / 40,830	9,768 / 11,618	5,778 / 5,280	84,084 / 83,913	1·16 / 1·33	1·55 / 1·71	4
783 / 770	39,607 / 40,370	6,848 / 8,738	7,162 / 7,265	70,854 / 74,408	1·68 / 1·72	1·39 / 1·45	5
463 / 443	11,398 / 10,752	2,508 / 2,635	1,827 / 1,870	19,438 / 19,183	1 02 / 1·12	1·32 / 1·42	6
... / ...	1,846 / 1,821	319 / 261	612 / 582	3,733 / 3,586	1·27 / 1·34	1·76 / 1·81	7
5,607 / 8,644	46,746 / 48,752	6,315 / 5,465	13,340 / 11,243	90,691 / 90,720	1·40 / 1·44	1·21 / 1·29	8
3,339 / 2,928	15,700 / 14,617	2,587 / 2,754	2,533 / 2,075	28,731 / 27,241	1·32 / 1·50	1·34 / 1·48	9
... / ...	4,720 / 4,943	685 / 736	828 / 699	7,427 / 7,506	0·90 / 0·78	1·15 / 1·06	10
							*
781 / 852	6,581 / 6,775	723 / 794	521 / 491	10,112 / 10,560	1·63 / 1·85	1·60 / 1·78	11
3,303 / 3,482	36,188 / 32,100	443 / 608	4,596 / 4,382	50,738 / 46,872	1·84 / 1·98	1·67 / 1·75	12
... / ...	1,673 / 1,723	58 / 56	402 / 406	2,627 / 2,687	1·24 / 1·34	1·67 / 1·60	14
... / ...	32,960 / 29,977	2,319 / 2,516	6,005 / 5,512	46,562 / 43,110	1·17 / 1·23	1·19 / 1·25	2
... / ...	20,676 / 19,008	1,852 / 1,882	1,773 / 1,644	27,890 / 26,071	1·32 / 1·47	1·45 / 1·50	15
2,333 / 2,124	13,225 / 12,267	3,361 / 3,308	1,375 / 1,263	23,470 / 21,344	1·44 / 1·41	0·76 / 0·60	3
... / ...	1,418 / 1,554	85 / 89	349 / 357	2,290 / 2,468	1·38 / 1 26	2·15 / 1·83	18
... / ...	3,324 / 3,427	168 / 194	618 / 526	5,086 / 5,086	1·05 / 1·02	1·42 / 1·45	7
... / ...	277 / 293	13 / 17	74 / 73	456 / 470	1·67 / 2·02	1·91 / 1·16	19
654 / 619	6,753 / 6,594	745 / 577	517 / 531	9,922 / 9,648	1·16 / 1·29	1·22 / 1·29	20
... / ...	549 / 629	17 / 19	116 / 149	834 / 970	1·76 / 1·56	2·43 / 2·09	21
254 / 292	18,630 / 18,896	2,505 / 1,736	1,843 / 1,740	26,926 / 26,490	1·18 / 1·26	1·32 / 1·38	6
... / ...	118 / 107	56 / 54	... / ... *	229 / 209	1·63 / 1·43	... / ...	10
226 / 226	4,868 / 4,516	186 / 164	809 / 675	6,413 / 6,318	1·46 / 1·32	1·23 / 1 19	25
... / ...	669 / 673	39 / 55	135 / 136	1,020 / 1,039	1·33 / 1·85	1·31 / 1·29	10
... / ...	27,780 / 26,434	3,724 / 3,805	426 / 337	36,295 / 35,129	1·05 / 1·04	1·15 / 1·17	10
27 / 22	476 / 409	6 / 9	102 / 84	674 / 621	0·82 / 0·92	0·79 / 2·09	26
245 / 312	3,975 / 4,499	439 / 478	232 / 217	5,531 / 6,141	1·36 / 1·29	1·36 / 1·29	1
... / ...	... / 129	... / 1	... / 8	... / 138	... / ...	... / ...	8
... / ...	379 / 234	44 / 76	63 / 69	668 / 573	1·93 / 1·56	1·65 / 1·42	8
59 / 42	678 / 470	17 / 41	126 / 45	970 / 673	0·58 / 0·45	0·54 / 0·42	8
... / ...	506 / 668	58 / 82	20 / 31	638 / 842	1·48 / 1·32	... / ...	10
116 / 177	942 / 982	149 / 151	38 / 43	1,494 / 1,577	1·94 / 1·57	1·82 / 1 77	1
1 / 5	177 / 194	8 / 9	15 / 17	229 / 257	0·99 / 1·10	0·99 / 1·11	1
... / ...	178 / 171	29 / 28	9 / 9	235 / 227	1·58 / 1·54	... / ...	10
25 / 23	441 / 414	33 / 15	13 / 18	562 / 516	0·80 / 0·73	0·61 / 0·73	6
... / ...	79 / 66	... / ...	... / ...	88 / 74	0·64 / 0·64	0·60 / 0·59	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	51		52		53	
				COACHING					
				VEHICLES AND VEHICLE					
				Average number of vehicles in a coaching					
Main head.	Sub-head.			3rd or intermediate class. No.		4th or lowest class. No.		Other vehicles. No.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		1·35	1·35	8·27	8·14	1·17	1·37
2	(a) to (e)	Bombay, Baroda and Central India		...	...	9·15	9 09	1·47	1 96
3	(a)	Eastern Bengal		2·15	1·71	8 59	8·24	1·50	1·72
4	(a) to (c)	East Indian		2·01	2·09	8·31	8·01	1·86	2·23
5	(a) to (f)	Great Indian Peninsula		0·15	0·14	7·40	7·41	1·28	1·69
6	(a) and (b)	Madras and Southern Mahratta		0·33	0·32	8·24	7·82	1·81	1·92
7	(a) and (b)	Nizam's Guaranteed State		...	...	5·92	6 22	1·03	0·89
8	(a) to (i)	North Western		1·44	1·42	7·78	8·01	1·05	0·90
9	(a) to (c)	Oudh and Rohilkhand		1·84	1·80	8·93	8·96	1·47	1·69
10	(a)	South Indian		...	...	7·72	8·09	1·13	1·20
		3′ 3¾″ GAUGE.							
11	.....	Assam-Bengal		1·68	1·87	14·15	14·90	1·56	1·74
12	(a) and (b)	Bengal and North-Western		1·86	2·06	20·40	19 03	0·25	0·36
14	(a) and (b)	Bhavnagar State		...	...	9·82	10·26	0·34	0·33
2	(f) to (i)	Bombay, Baroda and Central India		...	...	14·69	14·57	1·03	1·23
15	(a) to (c)	Burma		...	...	15·91	15·97	1·43	1·58
3	(b) to (d)	Eastern Bengal		1·61	1·49	9·15	8·56	2·33	2·31
18	(a) to (c)	Gondal-Porbandar State		...	...	11·45	10 27	0·68	0·59
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		...	...	8·39	9·01	0·42	0·51
19	.....	Jamnagar		...	...	10·84	10·69	0·51	0·61
20	(a) to (e)	Jodhpur-Bikaner		1·24	1·21	12·83	12 86	1·42	1·13
21	.....	Junagad State		...	...	15·19	13·29	0·48	0·40
6	(c) to (i)	Madras and Southern Mahratta		0·17	0·21	12·61	13·29	1·70	1·22
10	(c)	Nilgiri		...	...	3·52	3·24	1·68	1·64
25	(a) and (b)	Rohilkund and Kumaon		0·74	0 77	14·28	15·40	0·61	0·56
16	(f)	Shoranur-Cochin		...	...	9·98	10·12	0·58	0·82
10	(b), (d), (e) and (g) to (i)	South Indian		...	...	13·99	12·82	1·88	1·84
26	.....	Udaipur-Chitorgarh		0·70	0·69	12·51	12·74	0·20	0·28
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·05	1·26	16·94	18·23	1·87	1·93
8	(m)	Jacobabad-Kashmor		...	...	...	10·80	...	0·05
8	(n)	Kalka-Simla		...	...	3·73	3 58	0·58	1·16
8	(o) and (p)	Kohat-Thal and Nowshera-Durgai		0·73	0·49	8·44	5·48	0·21	0·47
10	(f)	Morappur-Hosur		...	...	17·11	14·40	1·95	1·77
1	(g)	Purulia-Ranchi		1·76	·65	14·26	14·67	2·26	2·26
1	(h)	Raipur-Dhamtari		0·05	0·35	12·65	13·45	0·64	0·59
10	(k)	Tirupattur-Krishnagiri		...	...	14·81	14·05	2·43	2·27
8	(q)	Trans-Indus (Kalabagh-Bannu)		0·81	0·72	14·33	13·13	1·08	0·46
		2′ 0″ GAUGE.							
20	(f)	Pipar-Bilara Light		...	...	11·11	9 40	...	...

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

54	55	56	57	58	59	60	Number.
TRAFFIC—*contd.*							
MILEAGE—*contd.*							
train—*concld.*		Average earnings per coaching vehicle per mile.					

Brake-vans. No.		Total. No.		1st class. Pies.		2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.		Other vehicles. Pies.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1·10	1·10	14·15	14·36	15·04	16·42	17·27	19·68	19·20	19·24	53·51	54·47	52·75	54·36	1
2·06	2·04	15·98	16·36	14·14	18·15	17·50	20·72	...	...	52·54	51·47	73·76	80·12	2
0·97	0·94	15·34	14·43	13·53	15·10	25·27	21·19	29·49	31·33	41·50	40·68	45·06	28·86	3
1·10	1·04	15·99	16·46	10·97	12·88	11·91	12·32	24·65	23·18	55·62	50·99	40·32	37·37	4
1·34	1·33	13·24	13·65	10·91	13·88	17·86	19·50	48·95	45·81	45·83	40·83	72·27	83·88	5
1·32	1·36	14·04	13·96	19·45	19·33	23·81	21·68	40·68	40·38	63·76	59·67	60·28	60·13	6
1·96	1·99	11·94	12·25	11·63	13·71	18·93	21·23	...	...	64·21	65·90	88·33	103·81	7
2·22	1·85	15·10	14·91	7·34	10·58	14·01	16·44	24·86	23·98	57·12	50·84	67·40	106·54	8
1·44	1·27	16·34	16·70	11·34	9·55	17·22	14·61	29·00	26·43	53·98	49·26	38·43	30·11	9
1·35	1·15	12·14	12·28	22·15	19 23	30·20	26·68	...	...	54·59	47·68	57·95	53 59	10
1·13	1·08	21·74	23·22	8·90	11·37	7·89	8·22	13·94	12·60	35·44	41·00	37·17	39·61	11
2·59	2·60	28·61	27·77	1·46	2·23	3·81	4·41	7·68	6·57	27·34	26·90	127·19	93·38	12
2·37	2·41	15·44	15·94	3·71	3·65	10·51	13·09	...	...	44·69	45·91	103·18	127 70	14
2·68	2·68	20·76	20·96	7·78	6·97	13·20	13·26	...	...	35·10	31·86	50·80	51·74	2
1·36	1·33	21·47	21·90	15·65	17·01	20·33	20 16	...	...	39·32	39·64	32·46	34·16	15
0·95	0·88	16·24	15·25	3·58	4·52	13·39	17·60	24·26	25 92	40·09	43·80	21·26	21·72	3
2·82	2·36	18·48	16·31	7·46	6·12	16·38	15·09	...	...	48·32	42·87	65·66	52·37	18
1·55	1·38	12·83	13·37	4·77	7·60	12·17	14·84	...	...	39·08	37 80	69·58	89·59	7
2·90	2·68	17·83	17·16	5·89	2·81	23·96	37·32	...	...	62·70	53·93	149·23	106 75	19
0·98	1·04	18·85	18·82	5·59	5·54	14·90	12·17	22·34	15·37	38·12	36·38	52·38	58·89	20
3·23	3·16	23·09	20·50	5·17	4·06	22·70	19·97	...	...	54·40	45·95	127·97	105·89	21
1·35	1·23	18·23	18·59	8·41	7·96	17·21	15·91	19·79	18·59	35·10	31·07	84·43	47·68	6
...	0·01	6·83	6·32	131·21	86·17	...	...	...	...	112·69	96·22	216·46	149·41	10
2·65	2·39	20·97	21·54	13·59	7·13	20·99	14·50	16·26	11·71	31·14	25·33	94·07	73·23	25
2·01	2·06	15·21	15·64	12·21	13·62	27·58	25 22	...	...	43·51	43·36	62·70	41·03	10
0·21	0·16	18·28	17·03	8·18	8·21	24·47	18·68	...	...	41·38	32·27	21·83	19·50	10
2·68	2·60	17·70	19·32	11·07	11·67	16·00	8·44	2·94	4·98	32·57	33·54	148·82	133·68	26
0·99	0·88	23·57	24·88	2·91	3·78	4·82	5·19	9·76	6·82	24·73	17·43	15·17	14·72	1
...	0·73	...	11·58	...	...	...	...	...	...	...	22·47	...	54·63	8
0·84	1·06	8·33	8·78	109·02	76·76	85·54	70·81	...	...	122·01	103·79	548·82	257·89	8
1·57	0·52	12·07	7·83	9·00	12·01	13·01	18·85	15·66	16·50	32·67	47·93	82·13	70·65	8
0·69	0·67	21·23	18·16	4·66	3·15	..	...	...	3·46	18·37	12·66	7·22	5·48	10
0·57	0·65	22·61	23·57	7·64	9·95	10·76	10·58	15·93	58·18	25·79	31·18	17·48	18·26	1
1·08	1·17	16·40	17·77	5·53	4·51	13·59	12·32	...	...	54·27	48·18	47·73	65·83	1
0·76	0·72	19·58	18·58	2·72	2·43	...	...	...	16·27	32·25	19·18	10·91	6·20	10
0·44	0·58	18·27	16·35	17·76	26·95	12·43	18·17	14·41		29·62	35·17	23·55	250·38	8
...	...	12·35	10·63	1·06	1·57	7·15	6·62	...	...	23·84	25·78	...	...	

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway [Detailed in "Index" to Appendix 1].			Serial number.	61		62		63	
				COACHING					
				VEHICLES AND VEHICLE					
				Carrying capacity hauled one mile					
Main head.	Sub-head.	Railway system.		1st class. Seats.		2nd class. Seats.		3rd or intermediate class. Seats.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		34,082	33,382	45,006	43,819	98,345	90,077
2	(a) to (c)	Bombay, Baroda and Central India		46,829	45,531	137,330	135,334	...	...
3	(a)	Eastern Bengal		37,963	33,702	36,260	33,797	144,888	116,392
4	(a) to (c)	East Indian		96,312	105,588	158,846	171,465	441,312	442,149
5	(a) to (f)	Great Indian Peninsula		136,258	141,660	252,524	265,892	27,264	26,045
6	(a) and (b)	Madras and Southern Mahratta		14,166	14,810	30,391	31,610	14,540	14,943
7	(a) and (b)	Nizam's Guaranteed State		5,538	5,345	13,536	13,952	...	...
8	(a) to (l)	North Western		155,865	190,055	146,715	184,995	365,648	376,665
9	(a) to (c)	Oudh and Rohilkhand		64,246	65,859	66,236	67,211	93,734	85,048
10	(a)	South Indian		6,063	6,075	12,755	12,935	...	...
		3′ 3¾″ GAUGE.							
11	.....	Assam-Bengal		8,842	12,225	8,667	11,661	15,906	12,287
12	(a) and (b)	Bengal and North-Western		29,611	30,373	36,997	37,227	69,142	74,205
14	(a) and (b)	Bhavnagar State		998	1,137	2,330	2,209	...	...
2	(f) to (l)	Bombay, Baroda and Central India		27,430	26,695	31,873	30,896	...	...
15	(a) to (c)	Burma		15,955	15,642	31,828	29,497	...	...
3	(b) to (d)	Eastern Bengal		24,306	23,331	13,555	10,521	51,532	46,123
18	(a) to (c)	Gondal-Porbandar State		1,054	2,072	2,486	3,331	...	...
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		4,794	4,598	10,901	10,846	...	...
19	.....	Jamnagar		317	892	586	231	...	...
20	(a) to (e)	Jodhpur-Bikaner		8,245	9,027	8,973	9,479	16,650	15,791
21	.....	Junagad State		353	399	693	799	...	...
6	(c) to (l)	Madras and Southern Mahratta		13,837	14,357	22,666	22,453	4,804	4,965
10	(c)	Nilgiri		977	841	...	...	...	...
25	(a) and (b)	Rohilkund and Kumaon		2,884	2,282	2,603	2,453	3,359	2,130
10	(f)	Shoranur-Cochin		715	71	1,005	989	...	...
10	(b), (d), (e) and (g) to (i)	South Indian		16,158	17,066	26,003	27,254	...	...
26	.....	Udaipur-Chitorgarh		352	331	361	324	717	602
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2,880	2,859	2,879	2,858	3,988	5,963
8	(m)	Jacobabad-Kashmor		...	...	...	...	...	...
8	(n)	Kalka-Simla		1,430	1,075	1,391	1,054	...	...
8	(o) and (p)	Kohat-Thal and Nowshera-Durgai		585	509	622	491	1,416	939
10	(j)	Morappur-Hosur		350	488	...	...	...	...
1	(g)	Purulia-Ranchi		1,109	901	1,341	1,188	2,504	3,810
1	(h)	Raipur-Dhamtari		162	161	162	161	18	121
10	(k)	Tirupattur-Krishnagiri		151	150	...	...	...	...
8	(q)	Trans-Indus (Kalabagh-Bannu)		348	321	348	321	348	321
		2′ 0″ GAUGE.							
20	(f)	Pipar-Bilara Light		55	53	55	53	...	...

DIX12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

64		65		66		67		68		69		70		NUMBER.
TRAFFIC—*contd.*														
MILEAGE—*concld.*														
(excluding brakes)—(in thousands).				Percentage of freight upon capacity hauled—										
4th or lowest class. Seats.		Other vehicles. Tons.		1st class. Per cent.		2nd class. Per cent.		3rd or intermediate class. Per cent.		4th or lowest class. Per cent.		Other vehicles. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
350,397	768,581	12,163	13,159	7·16	8·96	12·54	14·11	16·36	16·50	42·86	43·65	25·75	29·89	1
982,172	965,763	15,476	20,447	5·25	7·28	10·12	13·65	...	...	45·96	44·37	47·49	50·27	2
695,099	683,520	22,924	26,716	4·31	4·59	14·18	11·95	21·39	23·52	29·24	28·89	9·06	6·30	3
2,388,002	2,358,909	78,697	71,009	5·04	6·24	9·50	10·63	18·73	17·06	45·66	41·55	15·74	19·58	4
1,961,258	2,006,969	38,267	39,845	5·49	7·58	8·35	10·31	29·76	30·20	40·03	34·99	46·70	59·87	5
533,800	553,773	15,433	16,237	13·06	13·90	20·73	19·90	34·97	33·72	59·28	49·98	27·08	27·30	6
113,478	114,508	4,465	3,494	6·37	8·24	14·74	17·07	...	...	43·01	42·69	19·13	23·66	7
2,620,726	2,742,188	57,003	48 975	3·04	4·06	12·73	16·09	17·83	16·76	45·15	40·04	23·58	38·80	8
656,435	642,895	38,627	35,776	2·71	2·41	9·96	8·30	31·26	29·60	52·97	45·93	6·33	7·41	9
247,327	246,671	8,146	3,286	15·70	13·56	33·51	24·92	...	...	53·57	48·17	35·42	34·18	10
229,031	222,781	2,200	2,345	5·05	5·44	9·11	7·71	21·27	24·92	37·19	45·98	30·10	32·72	11
1,031,536	938,239	1,175	2,160	1·29	21·06	5·10	6·18	11·99	10·01	48·15	45·66	123·62	62·24	12
42,405	44,940	133	129	6·51	6·06	22·04	28·50	...	...	58·83	58·99	99·20	106·95	14
1,133,873	1,033,522	11,718	13,055	4·89	4·76	15·85	17·86	...	...	52·76	47·73	33·98	36·28	2
641,630	602,317	8,145	7,690	10·63	12·82	14·53	15·55	...	...	42·46	41·77	20·88	28·42	15
417,942	391,694	24,097	13,406	2·12	2·73	16·98	21·04	38·39	38·52	50·42	54·51	7·44	13·67	3
37,486	42,240	328	355	10·11	4 70	29·80	20·99	...	...	60·95	53·56	31·84	25·59	18
131,600	140,601	790	911	3·76	6·25	11·50	14·59	...	...	44·32	41·74	34·84	54·20	7
7,593	7,958	32	42	6·63	2 15	34·54	76·12	...	...	76·38	66·10	139·04	95·66	19
238,577	283,917	9,277	7,846	3·08	2·68	14·29	10 91	29·65	20·52	53·34	49·20	10·64	11·09	20
17,108	19,936	74	64	7·77	6·28	47·94	41·17	...	...	58·22	48·52	58·29	60·91	21
618,364	595,880	8,919	7,963	7·03	7·16	21·69	20·62	26·57	20·26	51·14	47·77	21·65	23·28	6
3,040	2,754	205	198	36·97	24·36	...	...	...	...	88·48	73·32	20·41	13·75	10
141,318	148,237	395	254	7·35	4·92	28·78	20·60	23·85	28·85	44·35	35·24	68·75	72·80	25
22,528	22,586	92	126	13·71	14·40	46·29	39·13	...	...	65·95	64·85	53·78	35·52	10
896,962	856,776	9,598	10,475	9·05	9·07	41·56	29·81	...	...	65·25	50·82	21·12	17·65	10
14,008	12,006	31	35	5·46	5·79	14·84	19·43	3·63	6·15	55·47	57·30	100·51	92·08	26
95,217	107,108	831	941	2·03	2·65	7·57	8·21	16·76	12·06	40·52	28·76	19·19	17·95	1
...	5,164	...	24	...	...	...	...	...	...	...	15·98	...	2·32	8
6,309	4,929	305	398	22·98	14·90	37·26	26·41	...	...	51·35	46·90	39·25	24·61	8
13,019	12,316	34	56	5·11	7·70	3·35	25·36	20·27	22·53	49·21	73·36	93·62	128·01	8
7,686	10,145	345	493	4·86	3·29	...	...	...	...	65·05	41·78	2·04	1·57	10
21,155	21,528	306	321	5·81	7·54	14·02	14·04	20·32	10·44	39·95	54·09	20·23	20·31	1
5,783	6,137	10	19	2·88	2·81	14·85	15·88	...	49·85	54·92	50·78	98·60	135·74	1
2,870	2,768	175	166	2·83	2·55	...	...	...	...	73·16	60·48	4·52	2·43	10
9,943	9,380	365	22	9·01	16·30	13·26	29·36	31·01	44·66	58·38	69·10	4·08	381·22	8
1,118	917	...	...	0·48	0·73	6·78	6·34	...	...	75·05	81·95	...	...	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not prepare

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	71		72	
				COACHING			
				WEIGHT OF TRAIN			
				Gross ton-mileage of			(in
Main head.	Sub-head.			Freight. Ton-miles.		Dead-weight. Ton-miles.	
				1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.					
1	(a)	Bengal-Nagpur		26,660	25,751	571,505	528,566
2	(a) to (e)	Bombay, Baroda and Central India		36,044	37,798	591,857	593,437
3	(a)	Eastern Bengal		16,722	15,651	398,260	383,964
4	(a) to (c)	East Indian		84,465	76,864	1,708,093	1,705,896
5	(a) to (f)	Great Indian Peninsula		65,560	69,728	1,516,450	1,578,750
6	(a) and (b)	Madras and Southern Mahratta		24,159	22,039	422,387	413,635
7	(a) and (b)	Nizam's Guaranteed State		3,977	3,981	74,427	73,495
8	(a) to (l)	North Western		90,310	91,817	1,675,398	1,745,745
9	(a) to (c)	Oudh and Rohilkhand		25,858	22,500	553,269	537,911
10	(a)	South Indian		10,330	9,400	151,594	158,246
		3′ 3¾″ GAUGE.					
11	.....	Assam-Bengal		6,050	7,202	99,373	101,974
12	(a) and (b)	Bengal and North-Western		31,955	27,739	365,764	345,235
14	(a) and (b)	Bhavnagar State		1,663	1,788	21,315	21,840
2	(f) to (l)	Bombay, Baroda and Central India		40,413	34,900	430,630	377,518
15	(a) to (c)	Burma		18,584	17,281	276,685	258,644
3	(b) to (d)	Eastern Bengal		15,861	15,949	246,216	233,589
18	(a) to (e)	Gondal-Porbandar State		1,543	1,488	17,761	20,085
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		3,893	4,170	60,416	60,710
19	...	Jamnagar		411	371	3,559	3,652
20	(a) to (e)	Jodhpur-Bikaner		9,047	8,077	93,497	92,307
21	.....	Junagad State		670	648	6,163	7,457
6	(c) to (l)	Madras and Southern Mahratta		21,470	19,455	258,387	257,630
10	(c)	Nilgiri		239	170	2,612	2,483
25	(a) and (b)	Rohilkund and Kumaon		4,161	3,470	57,831	57,297
10	(f)	Shorannr-Cochin		987	964	9,317	9,407
10	(b), (d), (e) and (g) to (i)	South Indian		38,332	28,780	363,631	362,721
26	.....	Udaipur-Chitorgarh		505	454	5,850	5,024
		2′ 6″ GAUGE.					
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2,538	2,080	41,168	45,145
8	(m)	Jacobabad-Kashmor		...	50	...	726
8	(n)	Kalka-Simla		388	273	5,500	4,790
8	(o) and (p)	Kohat-Thal and Nowshera-Durgai		587	633	5,456	4,717
10	(j)	Morappur-Hosur		309	264	3,320	4,716
1	(g)	Purulia-Ranchi		630	818	11,910	12,395
1	(h)	Raipur-Dhamtari		203	206	966	1,098
10	(k)	Tirupattur-Krishnagiri		134	105	1,230	1,209
8	(q)	Trans-Indus (Kalabagh-Bannu)		376	494	3,565	3,481
		2′ 0″ GAUGE.					
20	(f)	Pipar-Bilara Light		52	47	100	100

DIX 12—*continued.*

during each half of the financial year 1914-15.

these statistics.]

73		74		75		76		77		78		79		Number.
TRAFFIC—*contd.*														
AND TON-MILEAGE.								COST OF WORKING AND PROFITS—						
all coaching trains thousands).		Average weight of a coaching train.						Average cost of hauling a coaching train one mile.		Average cost of hauling a coaching vehicle with its load one mile.		Average cost of hauling a coaching unit one mile.		
Total. Ton-miles.		Freight. Tons.		Dead-weight. Tons.		Total. Tons.		Rs.		Pies.		Per passenger unit. Pies.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
598,165	554,317	13·24	13·94	283·93	286·10	297·17	300·04	1·24	1·06	18·32	15 41	1·12	0·94	1
627,901	631,235	18·31	19·41	300·68	304·74	318·99	324·15	1·84	1·91	25·43	25·62	1·35	1·40	2
414,982	399,635	11·86	10·74	282·45	283·62	294·31	294·36	1·93	1·50	25·78	21·41	1·87	1·57	3
1,792,558	1,782,760	16·07	15·07	324·88	334·52	340·95	349·59	1·10	0·90	14·16	11·30	0·81	0·73	4
1,582,910	1,648,478	12·25	12·79	283·27	289·69	295·52	302·48	2·12	1·42	34·17	22·18	4·39	1·76	5
446,496	435,674	17·45	16·03	305·13	300·83	322·58	316·86	1·87	1·65	28·28	25·14	1·30	1·28	6
78,404	77,476	12·75	13·60	238·62	251·17	251·37	264·77	1·38	1·57	26·65	29·31	1·46	1·56	7
1,765,708	1,837,562	15·04	15·09	278·91	287·00	293·95	302·09	1·69	1·84	25·20	27·07	1·43	1·68	8
579,127	560,411	14·71	13·79	314·63	329·78	329·34	343·57	1·57	1·63	20·31	20·34	1·26	1·43	9
161,224	167,646	16·89	15·38	247·86	258·99	264·75	274·36	1·59	1 66	28·31	26·64	1·23	1·42	10
105,423	109,176	13·01	15·84	213·63	224·23	226·63	240·07	2·13	2·05	19·88	17·77	1·97	1·54	11
397,719	372,974	18·02	16·44	206·24	204·56	224·26	221·00	1·04	1·04	7·67	7 94	0·69	0·76	12
22,978	25,628	9·77	10·61	125·23	129·60	135·00	140·21	1·09	1·23	14·78	17·52	1·24	1·43	14
471,043	412,418	18·02	16·96	191·97	183·51	209 99	200·47	1·66	1·36	17·60	14·27	1·11	0·98	2
295,269	275,925	14·30	14·52	213·97	217·36	227·27	231·88	1·83	1·85	17·49	17 29	1·53	1·52	15
262,977	249,538	10·97	11·13	170·33	163·04	181·30	174·17	1·44	1·14	18·09	15·29	1·46	1·14	3
19,309	21,523	12·48	9·84	143·30	132·29	155·78	142·23	1·48	1·32	18·19	18·21	1·42	1·60	18
64,309	64,880	9·82	10·96	152·42	159·60	162·24	170·56	1·36	1·55	23·13	24·87	1·65	1·78	7
3,970	4,023	16·04	18·55	139·02	133·46	155·06	147·01	2·23	2·28	28·66	30·16	1·74	2·08	19
102,544	100,384	17·18	15·75	177·61	180·05	194·79	195·80	1·43	1·24	15·42	13·42	1·00	0·91	20
6,833	8,135	16·55	13·70	170·67	158·18	189·22	171·88	1·89	1·62	18·26	17·94	1·24	1·43	21
279,857	277,135	14·53	13·68	174·95	181·23	188·48	194·91	1·58	1·37	17·87	15·13	1·25	1·19	6
2,851	2,653	7·15	5 13	78·02	75·15	85·17	80·28	4·46	5·70	125·28	173·41	7·20	12·20	10
61,992	60,767	13·60	11·83	189·10	195·37	202·70	207·20	1·47	1·49	15·37	14 86	1·28	1 48	23
10,204	10,371	14·72	14·51	188·94	141·58	153·66	156·09	1·40	1·39	20·35	19 61	1·11	1·09	10
401,863	391,501	19·26	13·96	183·19	175·89	202·45	189·85	1·53	1·44	16·28	16·35	0·88	1·14	10
6,355	5,478	13·27	14·14	153·78	156·88	167·05	170·52	1·59	1·79	20·33	20 57	1·44	2·04	26
43,706	47,225	10·82	8·43	175·44	182·92	186 26	191·35	1·60	1·72	13·60	13·78	1·68	2·27	1
...	776	...	4·19	...	60·71	...	64·90	...	0·45	...	7·96	...	1·25	3
5,888	5,063	5·19	4·19	73·54	73·40	78·73	77·59	2·45	0·81	58·10	20·14	7·56	2·97	8
6,923	5,350	7·30	7·37	67·66	54·89	74·96	62·26	1·41	1·23	25·71	33·35	2·28	2·03	8
3,629	4,980	10·44	5·68	112·33	101·68	122·77	107·36	1·54	1·40	15·36	15·41	1·69	2·65	19
12,380	13,213	9·38	12·22	180·23	185·25	189·61	197·47	1·00	1·30	8·76	10·91	1·25	1·22	1
1,169	1,204	14·53	14·26	69·09	75·99	83·62	90·25	0·89	1·04	11·21	11·99	0·71	0·86	1
1,364	1,814	11·19	9·58	102·50	98·96	113·69	107·54	1·71	1·41	17·48	15·17	1·65	1 74	10
3,941	3,975	12·24	15·65	115·87	110·22	128·11	125·87	2·62	2·04	29·29	24·79	2·55	1·72	8
153	147	7·35	6·78	14·03	14·35	21·38	21·13	0·50	0·69	7·61	12·52	0·79	1·18	20

39EAR

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	80		81		82	
				COACHING					
				COST OF					
Main head.	Sub-head.			Average cost of hauling a coaching unit one mile. Other traffic per ton. Pies.		Average profit on working a coaching train one mile. Rs.		Average profit 1st class. Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		14·22	9·86	1·70	2·00	−5·28	1·01
2	(a) to (e)	Bombay, Baroda and Central India		8·58	8·13	1·51	1·68	−11·29	−7·47
3	(a)	Eastern Bengal		34·17	35·36	0·82	0·95	−11·95	−6·31
4	(a) to (c)	East Indian		11·24	9·35	2·12	2·11	−3·19	1·58
5	(a) to (f)	Great Indian Peninsula		13·50	7·28	0 39	1·16	−23·26	−8·30
6	(a) and (b)	Madras and Southern Mahratta		16·24	14·30	1·77	1·72	−8·83	−5·31
7	(a) and (b)	Nizam's Guaranteed State		9·61	9·21	1·32	1·34	−15·03	−15·60
8	(a) to (l)	North Western		10·09	7·05	1·32	1·15	−17·86	−16·49
9	(a) to (c)	Oudh and Rohilkhand		16·54	15·99	1·71	1·45	−8·87	−10 79
10	(a)	South Indian		16·04	17·48	1·22	0·91	−6·16	−9·42
		3′ 3½″ GAUGE.							
11	.....	Assam-Bengal		22·44	18·78	1·05	1·80	−10·98	−5·90
12	(a) and (b)	Bengal and North-Western		3·21	4·24	2·15	1·87	−6 21	−5·71
14	(a) and (b)	Bhavnagar State		9·41	9 37	1·59	1·58	−10·97	−13·87
2	(f) to (i)	Bombay, Baroda and Central India		11·47	9·60	1·43	1·52	−9·52	−7·30
15	(a) to (c)	Burma		18·22	17·25	1·93	2·02	−1·84	−0·28
3	(b) to (d)	Eastern Bengal		33·12	25·78	1·01	1·35	−14·51	−10·77
18	(a) to (c)	Gondal-Porbandar State		18·74	18·67	1·87	1·32	−10·73	−12·09
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		17·06	11·95	0·63	0·61	−18·36	−17·27
19	.....	Jamnagar		10·01	16·17	1·99	1·31	−22·77	−27·85
20	(a) to (e)	Jodhpur-Bikaner		10·93	9·17	1·78	1·56	−9·33	−7·88
21	.....	Junagad State		7·72	9·17	3·07	2·04	−13·09	−13·88
6	(c) to (l)	Madras and Southern Mahratta		23·61	14·53	1·22	1·27	−9·46	−7·17
10	(c)	Nilgiri		160·17	336·75	0·62	−2·15	5·93	−87·24
25	(a) and (b)	Rohilkund and Kumaon		13·24	16·52	1·45	0 94	−1·78	−7·73
10	(f)	Shoranur-Cochin		17·23	25·59	1·32	1·31	−8·14	−5·99
10	(b), (d), (e) and (g) to (i)	South Indian		28·90	33·17	1·89	1·06	−8·10	−8·14
26	.....	Udaipur-Chitorgarh		7·15	10·87	0·81	0·79	−9·26	−8·90
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		36·10	38·30	0·34	0·19	−10·69	−10·00
8	(m)	Jacobabad-Kashmor		...	2·38	...	0·83	...	...
8	(n)	Kalka-Simla		35·38	20·49	3·51	3·83	50·93	56·62
8	(o) and (p)	Kohat-Thal and Nowshera-Durgai		16·76	18·28	0·24	0·42	−16·71	−20·34
10	(j)	Morappur-Hosur		116·78	158·22	0·15	−0·38	−10·70	−12·26
1	(g)	Purulia-Ranchi		20·58	24·40	1·45	1·59	−1·12	−0·96
1	(h)	Raipur-Dhamtari		11·32	9·44	2·96	2·73	−5·68	−7 48
10	(k)	Tirupattur-Krishnagiri		60·87	97·95	0·17	0·08	−14·76	−12·74
8	(q)	Trans-Indus (Kalabagh-Bannu)		54·21	8·62	−0·19	1·21	−11·53	2·16
		2′ 0″ GAUGE.							
20	(f)	Pipar-Bilara Light		13·12	19·63	0·94	0·63	−6·75	−10·95

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

83	84	85	86	87	88	89	Num-ber.
TRAFFIC—*concld.*						GOODS TRAFFIC.	
WORKING AND PROFITS.						Gross receipts and train mileage.	
on working a coaching vehicle one mile.				Average profit on working a coaching unit one mile.		Receipts from goods traffic (in thousands).	Main head.
2nd class. Pies.	3rd or intermediate class. Pies.	4th or lowest class. Pies.	Other vehicles. Pies.	Per passenger unit. Pies.	Other traffic per ton. Pies.	Rs.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
—1·05 / 4·27	0·88 / 3·83	35·19 / 39·06	34·43 / 38·95	1·48 / 1·69	25·30 / 25·02	1,14,71 / 1,37,24	1
—7·93 / —4·90	... / ...	27·11 / 25·85	48·33 / 54·50	0·90 / 0·90	20·45 / 21·66	1,03,33 / 1,09,99	2
—0·51 / —0·22	3·71 / 9·92	15·72 / 19·27	19·28 / 7·46	0·83 / 1·09	11·56 / 7·64	41,92 / 61,14	3
—2·25 / 1·02	10·49 / 10·88	41·46 / 39·69	26·16 / 26·07	1·58 / 1·69	20·55 / 21·89	3,47,85 / 3,85,73	4
—16·31 / —3·68	14·78 / 23 13	11·66 / 18·65	38·10 / 61·70	0·15 / 0·67	18·36 / 23·44	2,44,07 / 3,00,72	5
—4·47 / —3·46	12·40 / 15·24	35·48 / 34·53	32·00 / 34·99	1·18 / 1·24	19 93 / 21·43	64,31 / 68,69	6
—7·72 / —8·98	... / ...	37·56 / 36·59	61·68 / 74·50	1·15 / 1·09	23·43 / 23·52	20,67 / 21,98	7
—11·19 / —10·63	0·34 / 3·09	31·92 / 23·77	42·20 / 79 47	0·97 / 0·75	21·58 / 23·59	2,82,41 / 2,81,78	8
—2·99 / —5·73	8·79 / 6·09	33·77 / 28·92	18·23 / 18·77	1·35 / 1·18	24·14 / 24·67	37,63 / 51,55	9
—1·89 / —1·96	... / ...	26·28 / 19·04	29·64 / 24·95	0·87 / 0·70	19·57 / 17·62	19,17 / 19,56	10
—11·99 / —9·55	—5·94 / —5·17	15·56 / 23 23	17·29 / 21·84	0·89 / 1·31	20·35 / 24·00	15,72 / 16,82	11
—3·66 / —3·53	0·01 / —1·37	19·67 / 18·36	119·52 / 85·44	1·34 / 1·26	35·24 / 38·01	45,06 / 49,76	12
—3·87 / —3·53	... / ...	30·01 / 28·39	88·50 / 110·18	1·84 / 1·67	41·03 / 41·23	3,64 / 3.21	14
—4·40 / —1·01	... / ...	17·50 / 17·59	32·70 / 37·47	0·90 / 1 03	17·82 / 17·83	74,58 / 94,59	2.
2·84 / 2·87	... / ...	21·83 / 22 35	14·97 / 16·87	1·62 / 1·65	17·20 / 18·45	63,65 / 67,66	15
—4·70 / 2·31	6·17 / 8·63	22·00 / 28·51	3·17 / 6·43	1·15 / 1·48	6·71 / 13·43	29,73 / 38·68	3
—1·81 / —3·12	... / ...	30·13 / 24·66	47·47 / 34·16	1·71 / 1·53	35·79 / 32·80	2,75 / 2,68	18
—10·96 / —10 03	... / ...	15·95 / 12·93	46·45 / 64 72	0·67 / 0·54	25·51 / 23·28	13,78 / 11,12	7
—4·70 / 7·06	... / ...	34·04 / 23·77	120·57 / 76 59	1·39 / 1·06	32·92 / 28·47	45 / 39	19
—0·52 / —1·25	6·92 / 1·95	22·70 / 19·96	36·96 / 45·47	1·13 / 1·11	28·64 / 29·68	13,18 / 14,30	20
4·44 / 2·03	... / ...	36·14 / 28·01	109·71 / 87·95	1·88 / 1·69	43·58 / 42·11	1,13 / 1,31	21
—0·66 / 0·75	1·92 / —1·54	17·23 / 15·94	16·55 / 32·55	0·94 / 1·00	21·04 / 30·12	55,90 / 50,97	6
... / ...	... / ...	—12·59 / —77·19	91·18 / —24·00	—0·50 / —5·77	132·03 / 28·56	1,36 / 1,46	10
5·62 / —0·36	0·89 / —3·15	15·77 / 10·47	78·70 / 59·37	1·11 / 0·81	51·18 / 48 39	7,36 / 9.31	25
7·23 / 6·61	... / ...	23·16 / 23·25	42·35 / 21·42	1·01 / 1·04	31·93 / 24·24	1,54 / 1·45	10
8·19 / 2·33	... / ...	25·10 / 15·92	5·55 / 3·15	1·16. / 0·92	11·20 / 6·96	43,28 / 38,85	19
—4·23 / —12·13	—17·39 / —15·59	12·24 / 13·97	128·49 / 112·11	0·64 / 0·06	29·86 / 25·15	39 / 39	26
—8·78 / —8·59	—3·84 / —6·96	11·13 / 3·65	1·57 / 0·94	0·93 / 0·26	5·65 / 3·33	5,55 / 4,83	1
... / ...	... / ...	... / 14·51	... / 46·67	... / 2·27	... / 56·51	... / 6	8
27·44 / 50·67	... / ...	63·91 / 33·65	490·72 / 237·75	7·50 / 11·06	165·10 / 80·94	2,63 / 2,55	8
—12·70 / —13·50	—10·05 / —15·85	6·96 / 15·63	56·42 / 38·80	0·32 / 0·57	31·44 / 26 26	48 / 76	6
... / ...	... / ...	3·51 / —2·75	—8·14 / —9·93	0·25 / —0·62	—57·71 / —99·90	17 / 14	10
2·09 / —0·33	7·17 / 2·45	17·03 / 20·27	8·73 / 7·35	1·84 / 1·55	21·54 / 17·92	1,06 / 1,09	1
2·38 / 0·23	... / 41·19	43·06 / 36·14	36·52 / 53·84	2·37 / 2·22	32·24 / 34·31	41 / 42	1
... / ...	... / ...	4·75 / 3·96	—6·57 / —3·97	0·25 / 0·24	—20·63 / —55·38	14 / 11	10
—16·86 / —6·62	—14·88 / —8·52	0·33 / 10 88	—6·74 / 225·59	—0·18 / 0·64	—3·97 / 35·17	34 / 61	8
—0·66 / —5·90	... / ...	16·03 / 13·26	... / ...	1·49 / 1·10	13·20 / 6·83	3 / 3	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	90		91		92	
				GOODS					
				GROSS RECEIPTS AND TRAIN-MILEAGE—*concld.*				UNITS AND	
Main head.	Sub-head.			Goods train-miles run (in thousands).		Average goods receipts per train-mile.		Tons of goods carried one mile (in thousands).	
				No.		Rs.		Ton-miles.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		2,654	2,898	4·32	4·84	650,110	767,053
2	(a) to (e)	Bombay, Baroda and Central India		1,352	1,475	7·64	7·46	324,346	366,410
3	(a)	Eastern Bengal		881	978	4·76	6·25	149,740	195,690
4	(a) to (c)	East Indian		7,285	7,797	4·78	4 95	2,186,938	2,580,493
5	(a) to (f)	Great Indian Peninsula		5,204	5,189	4·62	5 80	958,988	1,178,898
6	(a) and (δ)	Madras and Southern Mahratta		1,153	1,139	5·58	6·03	240,633	261,062
7	(a) and (δ)	Nizam's Guaranteed State		411	390	5·03	5·64	64,070	67,631
8	(a) to (l)	North Western		4,760	4,546	5·93	5·10	1,242,760	1,046,199
9	(a) to (c)	Oudh and Rohilkhand		1,156	1,210	3·26	4·26	147,979	208,601
10	(a)	South Indian		463	435	4·14	4 49	65,451	51,279
		3′ 3½″ GAUGE.							
11	.....	Assam-Bengal		567	548	2·77	2·98	59,910	64,378
12	(a) and (δ)	Bengal and North-Western		1,409	1,431	3·20	3 47	166,198	165,845
14	(a) and (δ)	Bhavnagar State		113	77	3·21	4·19	9,871	7,382
2	(f) to (i)	Bombay, Baroda and Central India		2,007	2,325	3·71	4·25	243,312	300,309
15	(a) to (c)	Burma		1,758	1,508	3·62	4·49	203,266	189,242
3	(δ) to (d)	Eastern Bengal		1,033	913	2·88	4·20	83,202	120,047
18	(a) to (c)	Gondal-Porbandar State		98	89	2·80	3·01	6,101	5,596
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		359	227	3·82	4·89	29,970	23,304
19	.....	Jamnagar		14	10	3·26	3·97	817	553
20	(a) to (e)	Jodhpur-Bikaner		486	476	2·71	3·00	41,375	53,442
21	.....	Junagad State		37	51	3·09	2·54	3,196	3,403
6	(c) to (l)	Madras and Southern Mahratta		2,001	1,940	2·79	2·63	164,852	163,758
10	(c)	Nilgiri		19	21	7·00	6·89	464	484
25	(a) and (δ)	Rohilkund and Kumaon		281	260	2·59	3·58	22,500	25,796
10	(f)	Shoranur-Cochin		48	48	3·21	3·03	4,189	4,367
10	(b), (d), (e) and (g) to (i)	South Indian		1,451	1,254	2·98	3·10	123,053	113,202
26	.....	Udaipur-Chitorgarh		13	10	3·00	3·92	488	426
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		235	186	2·36	2·59	20,872	15,104
8	(m)	Jacobabad-Kashmor		...	7	...	0 93	...	158
8	(n)	Kalka-Simla		76	70	3·45	3·63	1,622	1,722
8	(o) and (p)	Kohat-Thal and Nowshera-Durgai		38	50	1·27	1·52	1,097	1,576
10	(f)	Morappur-Hosur		15	16	1·15	0·89	356	56
1	(g)	Purulia-Ranchi		36	36	2·91	3·07	3,393	2,594
1	(h)	Raipur-Dhamtari		17	19	2·38	2·23	1,212	1,109
10	(k)	Tirupattur-Krishnagiri		9	7	1·60	1·52	226	193
8	(q)	Trans-Indus (Kalabagh-Bannu)		21	28	1·64	2·16	1,235	1,568
		2′ 0″ GAUGE.							
20	(f)	Pipar-Bilara Light		3	3	1·18	0·99	43	21

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

93	94	95	96	97	98	99	Number.

TRAFFIC—*contd.*

UNIT MILEAGE.				VEHICLES AND VEHICLE MILEAGE.										
Average sum received for carrying a ton one mile. Pies.		Average number of tons in a train. Tons.		Number of goods vehicles hauled one mile (in thousands).								Average number of vehicles in a goods train.		Main head.
				Loaded. Vehicle miles.		Empty. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		Freight Vehicles. No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3·39	3·44	244·93	270·25	53,050	61,731	26,609	30,288	3,565	3,849	83,224	95,918	30·01	32·40	1
6·12	5 76	239·98	248 49	33,025	35,267	13,491	17,431	1,579	1,833	48,095	54,531	34·42	35·74	2
5·38	6 00	170·01	199·97	25,092	28,571	6,662	8,998	866	961	32,620	38,530	36·05	38·40	3
3·05	2·87	300·21	330·95	161,637	178,899	97,981	109,976	8,002	8,498	267,620	297,373	35·64	37 05	4
4·89	4 90	184·29	227·19	99,477	108,128	26,380	31,579	8,608	8,686	134,460	148,393	24·19	26 93	5
5·13	5 05	208·71	229·29	24,128	25,743	9,464	9,713	2,479	2,401	36,071	37,856	29·14	31·14	6
6·19	6·24	155·89	173·52	5,878	6,033	3,540	3,976	532	493	9,950	9,437	23·90	23·13	7
4·36	4 25	261·10	280·13	106,666	104,258	36,647	31,159	4,516	4,455	149,829	139,872	34·53	29·79	8
4·88	4 75	128·03	172 46	21,215	23,796	8,784	8,755	1,157	1,180	31,156	33,731	25·96	26·91	9
5·63	7·33	141·37	117·84	6,072	6,286	2,224	2,066	695	689	8,993	9,042	17·92	19·19	10
5·04	4·87	105·66	117·50	8,660	9,726	3,065	2,605	602	605	12,327	12,936	20·68	22·51	11
5·21	5·78	117·98	115·52	28,418	30,294	11,713	11,041	2,508	2,571	42,639	43,906	28·49	28·88	12
7·05	8·35	87·05	96·47	1,980	1,485	979	594	101	42	3,060	2,121	26·10	27·16	14
5·88	6 05	121·23	134·94	44,113	51,983	15,170	15,590	1,931	2,113	61,214	69,676	29·54	30·36	2
6·01	6·86	115·65	125·47	33,605	31,344	11,271	10,336	2,461	2,292	47,337	43,972	25·53	27·63	15
6·36	6·14	80·53	131·48	24,287	23,399	7,940	5,094	906	790	33,133	28,283	31·19	30·11	3
8·64	9 18	62·26	63·05	1,350	1,307	627	537	18	28	1,995	1,872	20·18	20·77	18
8·80	9 16	83·47	102·50	4,740	3,856	2,095	873	586	361	7,421	5,090	19·04	20·80	7
10·47	13·43	59·75	56·80	193	134	97	54	...	...	290	188	21·21	19 08	19
6·12	5·14	85·16	112·25	7,864	8,348	3,838	3,412	1,343	1,242	12,990	13,002	24·18	24·70	20
6·80	7·36	87·07	66·21	475	649	199	413	11	28	685	1,090	18 37	20·63	21
6·51	5 98	82·37	84·40	32,394	33,245	11,188	11,277	2,921	2,764	46,433	46,286	21·74	22·43	6
56·40	57·99	28·83	22·62	91	87	22	29	...	...	113	116	5·33	5·44	10
6·20	6·23	80·12	99·19	4,304	4,618	2,126	1,867	426	433	6,856	6,908	22·89	24·94	25
7·07	16·39	87·33	90·97	751	835	197	246	64	66	1,012	1,147	19·77	22·51	10
6·81	6·59	84·09	90·27	22,943	20,993	8,501	8,237	1,908	1,678	33,352	30,908	21·66	23·31	10
15·34	17·75	37·56	42·47	156	126	78	67	...	...	234	193	18·02	19·28	26
5·10	6·14	88·76	81·14	3,982	3,369	2,237	6,131	222	242	6,441	5,242	26·45	26·86	1
...	7·46	...	24·04	...	65	...	11	...	...	...	76	...	11·62	8
31·19	28·43	21·22	24·50	403	343	130	123	73	81	656	549	7·63	6·67	8
8·47	9·25	28·83	31·45	372	441	105	90	53	51	530	582	12·58	10 60	8
9·21	10·85	24·03	15 67	184	179	36	31	8	10	228	220	14·90	12 88	10
5·97	8·08	23 52	73·01	621	667	241	222	15	16	877	905	23·75	25·02	1
6·44	7·33	71·14	58·10	212	231	86	95	20	32	318	349	17·47	17·07	1
11·75	6·04	26·08	27·27	82	73	15	16	5	5	102	94	11·25	12·64	19
5·18	7·52	61·46	58·08	242	417	42	77	12	26	296	520	13·59	17·35	8
13·27	24·61	17·08	7 70	14	10	4	3	9	9	27	22	7·07	4·88	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	100		101		102	
				GOODS					
				VEHICLES AND					
				Average number of vehicles in a goods train—*concld.*				Average earnings per goods vehicle per mile (excluding brakes).	
Main head.	Sub-head.			Brake-vans. No.		Total. No.		Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		1·34	1·36	31·35	33·76	27·65	28·65
2	(*a*) to (*e*)	Bombay, Baroda and Central India		1·17	1·24	35·59	36·98	42·65	40·07
3	(*a*)	Eastern Bengal		0·99	0·98	37·04	39·38	25·35	31·25
4	(*a* to *c*)	East Indian		1·10	1·09	36·74	38·14	25·73	25·64
5	(*a*) to (*f*)	Great Indian Peninsula		1·65	1·67	25·84	28·60	37·23	41·33
6	(*a*) and (*b*)	Madras and Southern Mahratta		2·15	2·11	31·29	33·25	36·76	37·20
7	(*a*) and (*b*)	Nizam's Guaranteed State		1·30	1·08	24·20	24·21	42·14	46·83
8	(*a*) to (*l*)	North Western		0·95	0·98	35·48	30·77	37·31	32·86
9	(*a*) to (*c*)	Oudh and Rohilkhand		1·00	0·98	26·96	27·89	24·08	30·41
10	(*a*)	South Indian		1·50	1·58	19·42	20·77	44·38	44·96
		3′ 3½″ GAUGE.							
11	.....	Assam-Bengal		1·06	1·10	21·74	23·61	25·75	25·41
12	(*a*) and (*b*)	Bengal and North-Western		1·28	1·79	30·27	30·67	21·56	23·11
14	(*a*) and (*b*)	Bhavnagar State		0·89	0·55	26·99	27·71	23·84	29·84
2	(*f*) to (*l*)	Bombay, Baroda and Central India		0·96	0·95	30·50	31·31	24·14	26·88
15	(*a*) to (*c*)	Burma		1·40	1·52	26·93	29·15	27·28	31·17
3	(*b*) to (*d*)	Eastern Bengal		0·88	0·86	32·07	30·97	17·71	26·81
18	(*a*) to (*c*)	Gondal-Porbandar State		0·18	0·32	20·36	21·09	26·67	27·86
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		1·63	1·59	20·67	22·39	38·58	45·16
19	.....	Jamnagar		...	...	21·21	19·08	29·50	39·99
20	(*a*) to (*c*)	Jodhpur-Bikaner		2·56	2·61	26·74	27·31	21·54	23·35
21	.....	Junagad State		0·30	0·55	18·67	21·18	32·26	23·63
6	(*c*) to (*l*)	Madras and Southern Mahratta		1·46	1·43	23·20	23·88	24·67	22·49
10	(*c*)	Nilgiri		0·01	0·02	5·84	5·46	230·71	243·35
25	(*a*) and (*b*)	Rohilkund and Kumaon		1·52	1·63	24·41	26·57	21·69	27·55
10	(*f*)	Shoranur-Cochin		1·33	1·39	21·10	23·90	31·21	25·81
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		1·32	1·34	32·98	34·65	26·43	25·53
26	.....	Udaipur-Chitorgarh		...	...	18·02	19·28	31·98	39·10
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·94	1·30	27·39	28·16	17·13	18·54
8	(*m*)	Jacobabad-Kashmor		...	...	...	11·62	...	15·43
8	(*n*)	Kalka-Simla		0·96	1·15	8·59	7·82	86·77	104·41
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		1·39	1·01	13·92	11·61	19·50	27·46
10	(*j*)	Morappur-Hosur		0·56	0·62	15·46	13·50	14·85	13·20
1	(*g*)	Purulia-Ranchi		0·42	0·44	24·17	25·46	23·51	28·58
1	(*h*)	Raipur-Dhamtari		1·17	1·21	18·64	18·28	26·21	24·94
10	(*k*)	Tirupattur-Krishnagiri		0·63	0·70	11·88	13·34	27·28	18·03
8	(*q*)	Trans-Indus (Kalabagh-Bannu)		0·59	0·93	14·18	18·28	23·17	23·88
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		3·65	3·25	10·72	8·13	32·04	38·86

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

103		104		105		106		107		108		109		Number.
TRAFFIC—*continued.*														
VEHICLE MILEAGE—*concluded.*								WEIGHT OF TRAIN AND TON-MILEAGE.						
Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons.		Percentage of freight upon capacity hauled. Per cent.		Average load of a goods vehicle (including both loaded and empty). Tons.		Average load of a loaded goods vehicle. Tons.		Gross ton-mileage of all goods trains (in thousands). Freight. Ton miles.		Dead-weight. Ton miles.		Total. Ton miles.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,355,482	1,575,798	47·96	48·68	8·16	8·34	12·25	12·43	650,110	767,053	868,649	990,427	1,518,759	1,757,480	1
809,933	930,821	40·05	39·36	6·97	6·95	9·82	10·39	324,346	366,410	495,825	557,093	820,171	923,503	2
503,994	6,53,295	29·71	29·95	4·71	5·21	5·97	6·85	149,740	195,630	346,291	414,029	496,031	609,659	3
4,527,442	5,075,003	48·30	50·85	8·42	8·93	13·53	14·42	2,186,938	2,580,493	2,772,882	3,075,388	4,959,820	5,655,881	4
2,087,156	2,351,879	45·95	50·13	7·62	8·44	9·64	10·90	956,988	1,178,898	1,586,029	1,726,658	2,545,017	2,905,556	5
559,474	596,628	43·01	43·75	7·16	7·36	9·97	10·14	240,633	261,062	384,775	396,099	625,408	657,161	6
163,842	156,768	39·10	43·14	6·30	7·50	10·90	11·20	64,070	67,631	111,403	106,465	175,473	174,096	7
2,803,740	2,592,586	44·33	40·35	8·55	7·73	11·44	10·04	1,242,760	1,046,199	1,680,492	1,542,212	2,923,252	2,588,411	8
521,182	563,140	28·39	37·04	4·93	6·41	6·98	8·77	147,979	208,601	354,444	381,341	502,423	589,942	9
144,626	146,180	45·26	35·08	7·89	6·14	10·78	8·16	65,451	51,279	104,763	104,315	170,214	155,594	10
116,240	125,694	51·54	51·22	5·11	5·22	6·92	6·62	59,910	64,378	89,271	93,909	149,181	158,287	11
408,201	420,819	40·71	39·29	4·14	4·00	5·85	5·46	166,198	165,245	234,345	241,209	400,543	406,554	12
23,325	18,645	42·33	44·35	3·34	3·55	4·98	4·97	9,871	7,382	15,201	10,555	25,072	17,937	14
557,918	648,411	43·61	46·51	4·10	4·44	5·52	5·78	243,312	300,309	336,419	387,324	579,731	687,633	2
414,705	386,458	49·01	48·97	4·58	4·54	6·05	6·04	203,266	189,242	314,448	288,156	517,714	477,398	15
367,271	321,658	22·65	37·33	2·58	4·37	3·43	5·36	83,202	120,047	246,194	231,057	329,396	341,104	8
14,842	13,024	41·11	42·97	3·09	3·04	4·52	4·28	6,101	5,596	10,792	9,271	16,893	14,867	18
75,953	53,525	39·46	44·37	4·38	4·93	6·32	6·04	29,970	23,304	49,041	34,035	79,011	57,339	7
2,098	1,357	38·93	41·15	2·82	2·98	4·23	4·17	817	559	1,647	1,105	2,464	1,664	19
107,839	107,845	38·37	49·56	3·52	4·54	5·26	6·40	41,375	53,443	76,807	76,998	118,182	130,441	20
5,651	7,806	56·56	43·67	4·74	3·21	6·73	5·25	3,196	3,408	3,905	6,193	7,101	9,601	21
342,065	344,187	48·19	47·58	3·79	3·76	5·10	5·08	164,852	163,758	282,331	277,121	447,183	440,879	6
1,145	1,165	40·55	41·57	4·09	4·20	5·09	5·60	464	484	1,169	1,240	1,633	1,724	10
67,710	68,561	33·23	37·62	3·50	3·98	5·22	5·59	22,500	25,796	40,722	40,483	63,222	66,279	25
8,913	10,212	47·00	42·76	4·42	4·04	5·57	5·23	4,189	4,967	6,200	6,763	10,389	11,130	10
266,703	249,165	45·76	45·43	3·88	3·87	5·32	5·39	122,053	113,202	218,851	200,657	340,904	313,859	19
2,043	1,689	28·88	25·38	2·06	2·20	3·12	3·38	488	426	1,427	1,155	1,915	1,581	26
50,904	04,971	41·00	36·87	3·26	3·02	5·24	4·48	20,872	15,104	36,948	29,774	57,820	44,878	1
...	610	...	25·88	...	2·07	...	2·43	...	158	...	457	...	615	8
6,261	4,026	25·91	42·74	2·78	3·67	4·93	5·01	1,622	1,721	5,562	4,554	7,184	6,275	3
2,321	2,346	47·25	55·38	2·80	2·97	2·95	3·57	1,097	1,576	2,318	2,682	3,415	4,258	8
1,084	1,033	32·81	24·75	1·61	1·22	1·93	1·43	356	256	1,270	1,284	1,626	1,540	16
7,440	7,676	45·60	33 79	3·94	2·92	5·47	3·89	3,393	2,594	5,060	5,114	8,453	7,708	1
1,935	2,272	62·67	48·80	4·07	3·40	5·72	4·81	1,212	1,109	1,311	1,519	2,523	2,628	1
475	435	47·55	44·27	2·32	2·16	2·75	2·65	226	193	621	541	847	734	10
2,534	4,421	50·71	35 48	4·52	3·18	5·30	3·76	1,285	1,568	1,949	3,137	3,234	4,705	8
75	65	57·45	32·24	2·42	1·58	3·19	2·11	43	21	103	99	146	120	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	110		111		112	
								GOODS	
				WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*					
				Average weight of a goods train.					
Main head.	Sub-head.			Freight. Tons.		Dead-weight. Tons.		Total. Tons.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5' 6" GAUGE.							
1	(*a*)	Bengal-Nagpur		244·93	270·25	327·26	348·94	572·18	619·19
2	(*a*) to (*e*)	Bombay, Baroda and Central India		239·98	248·49	366·86	377·81	606·84	626·30
3	(*a*)	Eastern Bengal		170·01	199·97	393·16	423·21	563·17	623·18
4	(*a*) to (*c*)	East Indian		300·21	330·95	380·64	394·42	680·85	725·37
5	(*a*) to (*f*)	Great Indian Peninsula		184·29	227·19	304·79	332·76	489·08	559·95
6	(*a*) and (*b*)	Madras and Southern Mahratta		208·71	229·29	333·72	347·88	542·43	577·17
7	(*a*) and (*b*)	Nizam's Guaranteed State		155·80	178·52	270·89	278·16	426·69	446·68
8	(*a*) to (*i*)	North Western		261·10	280·13	353·08	339·28	614·18	569·36
9	(*a*) to (*c*)	Oudh and Rohilkhand		128·03	172·46	306·66	315·28	434·69	487·74
10	(*a*)	South Indian		141·37	117·84	226·27	239·72	367·64	357·56
		3' 3½" GAUGE.							
11	...	Assam-Bengal		105·66	117·50	157·44	171·40	263·10	288·90
12	(*a*) and (*b*)	Bengal and North-Western		117·98	115·52	166·56	168·52	284·34	284·04
14	(*a*) and (*b*)	Bhavnagar State		87·06	96·47	134·07	137·93	221·13	234·40
2	(*f*) to (*i*)	Bombay, Baroda and Central India		121·23	124·94	167·61	174·05	288·84	308 99
15	(*a*) to (*c*)	Burma		115·65	125·47	178·90	191·06	294·55	316 53
3	(*b*) to (*d*)	Eastern Bengal		80·53	131·48	238·27	242·10	318·80	373·58
18	(*a*) to (*c*)	Gondal-Porbandar State		62·26	63·05	110·14	104·45	172·40	167·50
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		83·47	102·50	136·59	149·71	220·06	252·21
19	...	Jamnagar		59 75	56·89	120·49	112·44	180·24	169·24
20	(*a*) to (*e*)	Jodhpur-Bikaner		85·16	112·26	158·16	161·73	243·26	273 99
21	...	Junagad State		87·07	66·21	106·38	120·31	193·45	186·52
6	(*c*) to (*l*)	Madras and Southern Mahratta		82·37	84·40	141·06	142·84	223·43	227·24
10	(*e*)	Nilgiri		25·83	22·82	60·00	58·46	85·83	81·28
25	(*a*) and (*b*)	Rohilkund and Kumaon		80·12	99·19	145·01	155·67	225·13	254·86
10	(*f*)	Shoranur-Cochin		87·33	90·97	129·27	140·88	216·60	231·85
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		84·09	90·27	150·77	160 00	234·86	250·27
26	...	Udaipur-Chitorgarh		37·56	42 47	109·86	115·11	147·42	157·58
		2' 6" GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		88·76	81·13	157·13	159·94	245·89	241·07
8	(*m*)	Jacobabad Kashmor		...	24·04	...	69·59	...	93·63
8	(*n*)	Kalka-Simla		21·22	24·50	72·75	64·82	93·97	89·32
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		28·83	31·45	60·93	53 52	89·76	84·97
10	(*j*)	Morappur-Hosur		24·03	15·67	85·80	78·69	109·83	94·36
1	(*g*)	Purulia-Ranchi		93·32	73·01	139·46	145 97	232·98	216·98
1	(*h*)	Raipur-Dhamtari		71·14	58·10	76·94	79·63	148·08	137·73
10	(*k*)	Tirupattur-Krishnagiri		26·08	27·37	71·73	76·43	97·81	103·75
8	(*q*)	Trans-Indus (Kalabagh-Bannu)		61·46	55·08	93·19	110·16	154·65	165·24
		2' 0" GAUGE.							
20	(*f*)	Pipar Bilara Light		17·08	7·71	40·51	35·91	57·59	43·62

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

113		114		115		115 A		116		117		118		Number.
TRAFFIC—*concluded.*														
Cost of Working and Profits.														
Average cost of hauling a goods train one mile. Rs.		Average cost of hauling a goods vehicle with its load one mile. Pies.		Average cost of hauling a goods unit (viz., one ton) one mile. Pies.		Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum. Pies.		Average profit on working a goods train one mile. Rs.		Average profit on working a goods vehicle with its load one mile. Pies.		Average profit on working a goods unit (viz., one ton) one mile. Pies.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2·40	2·20	15·33	13·01	1·88	1·56	3·63	3·17	1·92	2·64	12·23	15·64	1·51	1·88	1
3·51	3·89	19·57	12·84	2·81	2·35	4·95	4·89	4·13	3·77	23·06	20·23	3·31	2·91	2
3·69	3·42	19·65	17·08	4·17	3·28	7·24	6·57	1·07	2·33	5·70	14·17	1·21	2·72	3
2·19	1·88	11·82	9·76	1·40	1·09	2·55	2·12	2·59	3·07	13·91	15·88	1·65	1·78	4
3·50	2·64	27·82	18 79	3·65	2·23	5·63	3·98	1·19	3·16	9·41	22·54	1·24	2·67	5
3·15	3·00	20 77	18·51	2·90	2·51	5·06	4·58	2·43	3·03	15·99	18·69	2·23	2 54	6
2·35	2·64	19·70	21·95	2·90	2·93	5·64	5·53	2·68	3·00	22·44	24·88	3·29	3·31	7
3·53	3·47	22·20	22·88	2·60	2·90	4·73	5·32	2·40	1·63	15·11	10·48	1·76	1·35	8
2·07	2 32	15·31	16·55	3·10	2·59	6·46	5·23	1·19	1·94	8·77	13 86	1·78	2·16	9
2·21	2·17	23·68	21·66	3·00	3·53	5·65	6·74	1·93	2·32	20·70	28 30	2·62	3·79	10
2 48	2·47	23·01	21·04	4·50	4 03	8·73	8·04	0·39	0·51	2·74	4·37	0 54	0·84	11
1·33	1·34	8·88	8·20	2·14	2·22	4 67	4·87	1 88	2·13	13·68	14·31	3·07	3·56	12
1·64	2 06	13·04	14·59	3·61	4·11	6 70	7·65	1·57	2·13	11·60	15·95	3·48	4·24	14
2·28	2·09	14·82	13 24	3·61	2·98	5·62	4·85	1·43	2·16	9·33	13·64	2 27	3·07	2
2·37	2·52	17·84	17·53	3·94	3·86	6·89	7·28	1·25	1·97	9·39	13·64	2·07	3·00	15
2·53	2·45	15·58	15·65	6·04	3·58	10·04	6·53	0·35	1·75	2·13	11·16	0·82	2·56	8
1·64	1·56	15·62	14·40	5·06	4·74	8·86	8·25	1·16	1·45	11·05	13·46	3·58	4·44	18
1·84	2·30	18·60	21·19	4·24	4·30	7·29	7·69	1·98	2·59	19·98	23·97	4·56	4·86	7
2·59	2·62	23·44	26·87	8·32	8·85	13·67	14·82	0·67	1·35	6·06	13·62	2·15	4·58	19
1·79	1·74	14·23	13·52	4·04	2·97	6·31	4·86	0·92	1·26	7·31	9·83	2·08	2·17	20
1·93	1·76	20·19	16·37	4·26	5·10	8·85	9·69	1·16	0·78	12·07	7·26	2·54	2·26	21
1·86	1·60	16·46	13·66	4·34	3·63	7·24	6·65	0·93	1·08	8·31	8·83	2·17	2·35	6
4·39	5·78	144·71	203·90	33·38	48·89	65·89	80·93	2·61	1·11	86·00	39·46	21·02	9·40	10
1·63	1·83	13·64	14·10	3·90	3·54	7·67	7·15	0·96	1·75	8·05	13·45	2·30	3·39	25
1·97	2·06	19·15	17·57	4·54	4·35	8·37	8·34	1·24	0·97	13·06	8·24	2·73	2·04	10
1·78	1·89	15·76	15·60	4·06	4·03	6·27	6·37	1·20	1·21	10·67	9·92	2·75	2·56	10
1·40	1·65	14·96	16·48	7·17	7·48	29 18	33·64	1·60	2·27	17·02	22·62	8·17	10·27	26
2·11	2·17	15·33	15·51	4·57	5·13	9·53	11·12	0·25	0·42	1·80	3·03	0·53	1·01	1
...	0·65	...	10·72	...	5·18	...	23·99	...	0·28	...	4·71	...	2·23	8
2·92	0·93	75·54	26·83	26·43	7·30	58·86	37·77	0·53	2·70	13·23	77·58	4·76	24 13	8
1·68	1·08	25·79	30·45	11·21	10·26	22·25	19·74	—0·41	—0·16	—6·29	—2·99	—2·74	—1·01	8
1·47	1·23	18·93	18·39	11·74	15·13	24 37	28·50	—0·22	—0·24	—4·08	—5·19	—3·53	—4·27	10
1·23	1·43	9·36	10·99	2·53	3·77	6·48	8·60	1·68	1·64	13·53	12·59	3·44	4·31	1
1·58	1·58	17·42	17·20	4·28	5·23	9·29	9·54	0·80	0·64	8·79	7·14	2·16	2·10	1
1·47	1·36	25·15	20·68	10·85	9·58	19·83	19·88	0·13	0·16	2·08	—7·65	0·90	—3·54	10
3·28	2·67	46·41	29·59	10·26	9 32	18·90	18·73	—1·64	—0·51	—23 34	—5·71	—5·13	1·80	8
1·35	1·43	36·74	56·28	15·21	35·63	30·34	64·08	—0·17	—0·44	—4·70	—17·40	—1·94	—11·02	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	119		120		121	
				Detailed percentages					
Main head.	Sub-head.			Percentage to total					
				Coaching traffic. Per cent.		Goods traffic. Per cent.		Sundries including telegraph. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		32·62	28·23	63·32	68·61	3·74	2·81
2	(a) to (e)	Bombay, Baroda and Central India		37·59	37·72	58·89	59·28	3·52	3·00
3	(a)	Eastern Bengal		46·01	35·66	49·73	60·99	4·26	3·35
4	(a) to (c)	East Indian		32·49	27·91	66·89	70·13	0·49	1·72
5	(a) to (f)	Great Indian Peninsula		34·20	31·51	63·40	67·37	1·70	1·13
6	(a) and (b)	Madras and Southern Mahratta		43·02	39·18	54·90	58·04	2·08	2·78
7	(a) and (b)	Nizam's Guaranteed State		27·08	26·56	66·47	68·47	6·45	4·97
8	(a) to (l)	North Western		38·07	42·60	59·43	54·32	2·50	3·08
9	(a) to (c)	Oudh and Rohilkhand		55·16	46·35	35·98	47·59	8·86	6·06
10	(a)	South Indian		48·15	40·90	48·22	50·93	3·63	8·17
		3′ 3¾″ Gauge.							
11	...	Assam-Bengal		45·24	48·43	48·14	45·09	6·59	6·28
12	(a) and (b)	Bengal and North-Western		52·49	46·90	39·60	45·30	2·22	2·85
14	(a) and (b)	Bhavnagar State		53·49	56·85	44·25	38·48	2·26	4·67
2	(f) to (l)	Bombay, Baroda and Central India		47·06	37·70	50·67	60·20	2·27	2·10
15	(a) to (c)	Burma		42·30	38·89	55·10	57·17	2·23	3·57
3	(b) to (d)	Eastern Bengal		48·21	43·32	49·45	46·66	2·81	2·21
18	(a) to (e)	Gondal-Porbandar State		58·74	57·68	38·83	38·80	2·43	3·32
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		35·07	41·17	61·46	55·63	3·47	3·20
19	...	Jamnagar		68·03	69·10	28·05	27·44	3·92	3·46
20	(a) to (e)	Jodhpur-Bikaner		54·74	48·83	42·75	48·68	2·51	2·49
21	...	Junagad State		58·29	55·09	36·89	41·58	4·82	3·33
6	(c) to (l)	Madras and Southern Mahratta		41·93	41·62	56·73	56·62	1·34	1·76
10	(c)	Nilgiri		55·04	44·09	44·11	55·02	0·85	0·89
25	(a) and (b)	Rohilkund and Kumaon		51·78	40·11	42·18	52·34	6·04	7·55
10	(f)	Shoranur-Cochin		54·02	54·26	45·59	43·94	0·39	1·80
10	(b), (d), (e) and (g) to (i)	South Indian		59·60	55·43	37·99	41·77	1·80	2·12
26	...	Udaipur-Chitorgarh		66·14	65·23	28·19	31·00	5·67	3·77
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		50·12	48·25	48·62	49·47	1·26	2·28
8	(m)	Jacobabad-Kashmor		...	71·34	...	28·66	...	...
8	(n)	Kalka-Simla		62·06	53·63	36·69	45·18	1·25	1·19
8	(o) and (p)	Kohat-Thal and Nowshera-Durgai		72·24	64·47	26·38	34·45	1·38	1·08
10	(f)	Morappur-Hosur		75·20	76·21	24·24	22·25	0·56	0·54
1	(g)	Puralia-Ranchi		59·89	63·75	39·11	35·96	1·00	0·29
1	(h)	Raipur-Dhamtari		56·81	56·06	42·91	43·58	0·28	0·36
10	(k)	Tirupattur-Krishnagiri		61·81	62·78	37·93	37·02	0·26	0·20
8	(o)	Trans Indus (Kalabagh-Bannu)		55·67	49·66	24·55	29·77	0·78	0·61
		2′ 0″ Gauge.							
20	(f)	Pipar-Bilara Light		77·28	77·21	22·67	22·66	0·05	0·13

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

122	...	123	124	125	126	127	
OF EARNINGS AND EXPENDITURE.							NUMBER.
earnings.		Percentage of working expenses on total earnings.					
Steam-boat earnings. Per cent.	Total.	Maintenance. Per cent.	Locomotive expenses. Per cent.	Carriage and wagon expenses. Per cent.	Traffic expenses. Per cent.	General charges. Per cent.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
0·32 / 0 35	100·00 / 100·00	9·69 / 7·50	17·55 / 15·25	6·34 / 3·93	9·25 / 8·06	5·30 / 4·60	1
... / ...	100·00 / 100·00	7·12 / 13·37	22·14 / 19·36	4·94 / 4·54	8·05 / 7·21	4·10 / 3·95	2
... / ...	100·00 / 100·00	15·73 / 11·93	18·92 / 17·52	6·85 / 1·38	19·44 / 16·04	7·39 / 6·12	3
0·22 / 0·24	100·00 / 100·00	9·02 / 7·12	12·32 / 11·85	4·01 / 2·90	9·42 / 8·77	3·42 / 3·23	4
... / ...	100·00 / 100·00	18·37 / 7·65	31·78 / 22·30	8·21 / 2·97	16·72 / 9·11	4·30 / 3·76	5
... / ...	100·00 / 100·00	11·92 / 10·90	21·39 / 21·00	6·50 / 4·02	7·03 / 6·77	4·52 / 4·58	6
... / ...	100·00 / 100·00	11·47 / 18 31	16·78 / 14·65	4·39 / 1·55	6·89 / 6·40	5·35 / 5·14	7
... / ...	100·00 / 100·00	12·93 / 15·52	22·17 / 27·86	6·01 / 4·05	10·29 / 10·74	4·29 / 4·78	8
... / ...	100·00 / 100·00	11·03 / 15·85	17·54 / 16·62	7·96 / 3 63	11·33 / 10·69	4·83 / 6·04	9
... / ...	100·00 / 100·00	13·91 / 8·52	24·35 / 27·39	5·61 / 8·90	6·50 / 6·75	4·14 / 4·95	10
0·03 / 0·20	100·00 / 100·00	21·24 / 19·85	21·44 / 16·99	7·70 / 7 11	*15·39 / * 14·39	10·05 / 8 46	11
5·69 / 5·75	100·00 / 100·00	9·95 / 9·91	11·54 / 11·42	3·08 / 3·08	6·46 / 6·74	4·01 / 4·29	12
... / ...	100·00 / 100·00	6·29 / 8·13	16·63 / 15·90	2·75 / 2·31	10·39 / 9·72	7·27 / 6 33	14
... / ...	100·00 / 100·00	13·12 / 9·37	22·52 / 19·23	5·30 / 5·24	9·32 / 8·56	5·04 / 4·59	2
0·37 / 0·37	100·00 / 100·00	15·46 / 11·92	20·33 / 17·20	6·00 / 6·72	8·37 / 8·09	6·27 / 6·08	15
8·53 / 7·61	100·00 / 100·00	14·67 / 12·44	22·27 / 11·34	5·44 / 4·38	13·50 / 12·53	6·66 / 5·93	3
... / ...	100·00 / 100·00	8·83 / 8·37	20·20 / 21·80	2·98 / 3·79	10·25 / 9·19	6·38 / 6·44	18
... / ...	100·00 / 100·00	17·95 / 15·56	16·96 / 17·86	2·31 / 3·73	8·95 / 9·62	8·91 / 9·84	7
... / ...	100·00 / 100·00	20·47 / 27·72	17·05 / 14·30	2·72 / 1·76	7·69 / 8·40	7·70 / 8·62	19
... / ...	100·00 / 100·00	12·84 / 10·16	20·42 / 20·00	4·27 / 3·76	7·68 / 8·03	4·62 / 4·78	20
... / ...	100·00 / 100·00	12·75 / 14·59	16·22 / 19·33	1·99 / 2·35	9·81 / 8·26	7·24 / 9·34	21
... / ...	100·00 / 100·00	13·57 / 12·71	25·85 / 32·60	7·06 / 4 94	8·14 / 8·80	5·85 / 6·31	6
... / ...	100·00 / 100·00	8·07 / 15·09	49·90 / 79·93	4·52 / 5·28	7·63 / 9·54	4·41 / 5·59	10
... / ...	100·00 / 100 00	15·73 / 13·20	14·70 / 14·04	4·56 / 4·52	9·59 / 9·66	7·55 / 7·46	25
... / ...	100·00 / 100·00	14·44 / 11·82	21·23 / 24·88	4·35 / 4·64	7·51 / 8·59	5·08 / 6·09	19
0·55 / 0·68	100·00 / 100·00	11·20 / 8·84	18·97 / 23·71	4·52 / 6·23	7·65 / 9·11	5·29 / 6·39	19
... / ...	100·00 / 100 00	17·30 / 17·53	18·79 / 18·28	5·43 / 5·89	9·44 / 10·01	6·21 / 6·35	26
... / ...	100·00 / 100·00	22·71 / 26·96	25·10 / 20·73	6·38 / 6·42	10·75 / 12·50	10·78 / 11·73	1
... / ...	... / 100·00	... / 10·80	... / 19·33	... / 2·50	... / 7·59	... / 3·33	8
... / ...	100·00 / 100·00	11·72 / 8·24	20·49 / 24·80	10·32 / —30·90	10·80 / 14·90	3·11 / 4·47	8
... / ...	100·00 / 100 00	22·36 / 31·03	40·17 / 31·92	11·37 / 4·24	14·56 / 12·02	8·03 / 7·11	8
... / ...	100·00 / 100·00	39·84 / 57·48	40·09 / 57·44	4·64 / 3·40	6·73 / 8·19	5·05 / 6·42	10
... / ...	100·00 / 100·00	10·56 / 13·80	15·78 / 16·18	2·27 / 3·06	5·21 / 5·25	7·26 / 6·80	1
... / ...	100·00 / 100·00	8·64 / 14·13	12·66 / 13·96	4·06 / 3·66	7·35 / 6·50	8·55 / 8·50	1
... / ...	100·00 / 100·00	20·19 / 31·00	55·98 / 42·68	2·10 / 2·26	6·03 / 7·45	4·30 / 5·48	19
19·00 / 19·96	100·00 / 100·00	36·75 / 23·54	46·92 / 26·42	4·79 / 2·37	13·18 / 9 91	7·21 / 5·68	8
... / ...	100·00 / 100 00	14·67 / 22·63	28·03 / 35·38	—0·65 / 3·15	9·30 / 10·60	1·32 / 1·06	20

* Includes 4·11 per cent in the 1st half and 3·53 per cent in the 2nd half on account of Jetty expenses.

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railway system.	Serial number.	128		129		130	
				Detailed Percentages of Earnings and Expenditure—*concld.*					
				Percentage of working expenses on total earnings—*concld.*					
Main head.	Sub-head.			Miscellaneous expenses. Per cent.		Steam-boat expenses. Per cent.		Total working expenses. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(*a*)	Bengal-Nagpur		3·81	4·37	1·28	1·15	53·22	44·86
2	(*a*) to (*e*)	Bombay, Baroda and Central India		4·06	3·98	...	...	50·41	52·41
3	(*a*)	Eastern Bengal		7·23	5·55	...	...	75·06	58·54
4	(*a*) to (*c*)	East Indian		4·10	2·46	0·23	0·16	42·52	36·49
5	(*a*) to (*f*)	Great Indian Peninsula		5·12	3·34	...	...	78·50	49·13
6	(*a*) and (*b*)	Madras and Southern Mahratta		3·87	3·54	...	...	55·23	50·81
7	(*a*) and (*b*)	Nizam's Guaranteed State		3·42	3·81	...	...	48·30	49·86
8	(*a*) to (*i*)	North Western		2·31	2·25	0·06	0·07	57·97	65·18
9	(*a*) to (*c*)	Oudh and Rohilkhand		2·83	3·76	...	...	55·52	56·58
10	(*a*)	South Indian		4·12	2·63	...	...	58·88	39·14
		3′ 3½″ Gauge.							
11	...	Assam-Bengal		4·13	2·19	0·53	0·79	80·48	69·78
12	(*a*) and (*b*)	Bengal and North-Western		1·08	1·43	2·54	2·69	38·66	39·56
14	(*a*) and (*b*)	Bhavnagar State		2·14	5·01	...	...	45·47	47·40
2	(*f*) to (*l*)	Bombay, Baroda and Central India		2·67	2·04	...	...	57·97	49·08
15	(*a*) to (*c*)	Burma		2·29	4·20	0·78	0·71	59·70	55·02
3	(*b*) to (*d*)	Eastern Bengal		4·17	2·75	6·97	5·08	73·68	54·40
18	(*a*) to (*c*)	Gondal-Porbandar State		2·24	2·81	...	...	50·93	52·40
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		1·78	2·04	...	...	56·86	58·85
19	...	Jamnagar		6·28	4·50	...	...	62·11	65·30
20	(*a*) to (*e*)	Jodhpur-Bikaner		4·39	4·70	...	...	54·28	51·43
21	...	Junagad State		2·13	1·80	...	...	50·14	55·67
6	(*c*) to (*l*)	Madras and Southern Mahratta		2·19	2·33	...	...	62·66	57·69
10	(*c*)	Nilgiri		2·30	2·50	...	...	76·83	117·93
25	(*a*) and (*b*)	Rohilkund and Kumaon		1·64	1·57	...	...	58·77	50·45
10	(*f*)	Shoranur-Cochin		3·49	3·57	1·61	1·52	57·11	61·11
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		3·44	5·23	1·37	2·17	58·58	61·68
26	...	Udaipur-Chitorgarh		2·07	2·02	...	...	59·24	60·08
		2′ 6″ Gauge.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·82	1·87	...	...	77·54	86·21
8	(*m*)	Jacobabad-Kashmor		...	1·54	...	...	...	45·00
8	(*n*)	Kalka-Simla		1·40	0·65	...	...	57·84	22·16
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		1·34	0·96	...	...	97·83	87·28
10	(*j*)	Morappur-Hosur		4·09	4·76	...	...	100·43	137·69
1	(*g*)	Purulia-Ranchi		0·81	0·67	...	...	41·89	45·76
1	(*h*)	Raipur-Dhamtari		0·74	0·74	...	...	42·00	46·69
10	(*k*)	Tirupattur-Krishnagiri		3·15	3·79	...	...	91·75	92·66
8	(*q*)	Trans Indus (Kalabagh-Bannu)		1·10	0·74	16·71	21·26	126·66	89·92
		2′ 0″ Gauge.							
20	(*f*)	Pipar-Bilara Light		0·37	0·44	...	...	53·04	73·31

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

131*a*		132*a*		133*a*		134*a*		135*a*		135A*a*		136*a*		137*a*		
TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS.																NUMBER.
PER MILE OF LINE MAINTAINED.																
General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		Main head.
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
211·45	210·60	324·91	332·64	153·48	95·37	...	...	168·71	106·52	...	...	63 65	55·17	936·20	800·30	1
211·07	232·90	557·83	558·09	84·29	709·39	...	...	164·55	378·97	0·29	0·29	6·47	—881·02	1,024·50	1,998·62	2
412·22	364·20	935·49	790·13	378·97	272·56	38·65	2·08	557·52	403·30	...	...	296·25	284·20	2,614·10	2,136·47	3
261·33	255·81	867·35	786·92	133·78	79·19	...	...	292·37	188·83	...	...	173·99	130·90	1,729·27	1,440·75	4
249·89	239·71	1,107·75	524·15	464·85	205·24	...	...	389·47	101 27	...	...	172·10	77·70	2,854·06	1,146·07	5
186·83	177 94	791·11	792·59	119·31	72·87	...	...	165·73	142·06	...	...	78·11	52·17	1,341·09	1,237·68	6
190·44	210·12	548·42	1,206·96	68·19	47·83	...	...	85·75	85·89	...	...	124·21	125·52	1,017 01	1,676·32	7
184·37	167·96	585·29	690·21	123·92	85·62	11·96	6·80	184·58	186 22	...	...	184·11	189·42	1,274·23	1,226·43	8
156·32	163·75	251·31	531·91	105·02	68·45	5·07	7·15	91·74	127·80	...	...	80·74	97·74	690·20	1,011·30	9
160·33	164·45	1,008·24	433·78	60·63	54·34	...	...	91·37	125·99	...	...	*—80·01*	*—44·37*	1,239·96	784·19	10
165·14	178·58	419·93	460·49	103·14	95·18	...	...	97·43	82·13	...	...	51·44	35·96	823·08	847·34	11
86·06	96·23	286·13	266·16	46·56	43·99	0·17	0·04	41·34	42·83	...	...	49·27	40·05	509·53	489·30	12
43·56	34·71	104·16	185·45	11·47	16·23	...	...	27·97	35 37	...	...	41·01	27·16	228·19	298·91	14
100·37	101·15	590·29	356·20	32·96	67·42	...	...	96·04	109·73	...	...	52·60	28·90	872·26	663·40	2
177·30	176·52	530·47	456·96	148·43	44·07	*—0·01*	4·49	188·28	147·25	...	...	107·55	65·44	1,151·12	894·73	15
149·04	158·09	300·49	353·64	142·08	115·49	9·45	5·10	216·73	164·25	...	...	105·94	114·99	923·67	911·76	3
52·65	53·91	216·45	190·01	6·06	9·43	...	...	27·73	23·93	...	...	20·27	19·89	328·16	297·17	18
160·92	165·69	551·51	298·09	67·94	128·83	...	...	46·66	48·31	...	...	81·68	63·86	903·71	704·78	7
46·11	46·95	477·61	624·27	14·61	6·03	...	...	42·09	35·64	...	...	12·50	14·24	600·01	727·72	19
27·44	27·00	230·05	143·43	4·82	15·93	...	...	21·29	25·24	...	...	22·25	18·20	305·85	229·80	20
46·10	50·52	238·29	164·70	20·24	119·92	...	...	18·83	32·98	...	...	20·29	25·51	343·85	402·63	21
97·04	98·89	389·84	366·49	61·57	55·04	...	...	50·36	54·76	...	...	40·42	*—27·53*	639·23	547·35	6
231·28	311·29	454·63	578·24	42·69	334·84	...	...	133·44	194·96	...	...	*—5·40*	*—84·40*	861·64	1,384·84	10
106·06	100·97	223·43	221·40	60·57	39·15	...	0·78	58·52	34·48	...	...	41·38	24·62	489·95	421·40	25
Included with the South Indian Railway, 3′ 3⅜″ gauge.																10
180·87	179·31	622·58	243·03	86·36	75·09	...	...	134·10	140·66	...	...	108·57	86·37	1,132 48	724·46	10
41·82	42·68	248·04	244·74	7·01	1·53	...	...	49·38	32·57	...	...	9·48	9·75	355·73	331·27	26
107·92	106·26	195·98	222·41	39·71	52·08	...	...	20·08	23·84	...	...	50·65	18·61	414 84	423·20	1
Included with the North Western Railway, 5′ 6″ gauge.																8
265·87	304·95	307·62	*—1·34*	95·00	99·84	...	...	179·24	207·54	...	...	556·58	164·95	1,404·31	775·94	8
134·59	130·54	171·90	207 55	32·57	225·30	0·36	2·03	26·02	63·00	...	...	36·76	42·31	462·25	670·73	8
90·52	83·95	296·92	380·50	3·24	2·62	...	...	24·65	26·31	...	...	*—23·15*	*—6·50*	382·18	486·38	10
87·88	107·64	140·42	199·12	14·46	18 03	...	...	26·63	24·85	...	...	7·68	13·69	247·07	363 33	1
24·22	21·16	90·48	156·10	5·07	12·19	...	...	14·37	10·40	...	...	8·89	41·04	143·73	240·89	1
36·17	38·85	168·60	240·50	5·12	7·37	...	...	27·66	34·44	...	...	1·93	*—16·47*	289·68	354·69	10
139·29	125·63	254·39	218·09	72·71	35·37	1·42	44·78	80·59	86 15	...	...	28·48	36·33	576·85	546 35	8
5·11	5·08	85·26	82·30	0·04	3·72	...		0·67	10·85	...	...	5·71	5·62	76·79	107·52	29

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railway system.	Serial number.	1315		1325		1335	
				TABLE A.—					
				PER MILE					
Main head.	Sub-head.			General Superintendence (including office expenses), Rs.		Maintenance and renewal of permanent-way. Rs.		Repairs of bridges, etc. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5' 6" GAUGE.							
1	(a)	Bengal-Nagpur		164·36	162·99	252·54	257·44	118·52	73·81
2	(a) to (e)	Bombay, Baroda and Central India		147·41	168·12	389·60	1,091·29	58·87	406·86
3	(a)	Eastern Bengal		213·94	199·60	425·51	410·50	194·09	111·61
4	(a) to (c)	East Indian		160·57	156·83	532·94	482·46	82·17	48·55
5	(a) to (f)	Great Indian Peninsula		169·04	155·56	749·33	346·69	314·45	134·43
6	(a) and (b)	Madras and Southern Mahratta		149·58	142·45	633·38	634·51	95·52	53·34
7	(a) and (b)	Nizam's Guaranteed State		167·94	184·70	483·65	1,060·94	60·14	42·04
8	(a) to (l)	North Western		128·62	117·96	408·32	484·76	86·46	60·28
9	(a) to (c)	Oudh and Rohilkhand		128·36	183·76	206·37	434·49	86·24	68·17
10	(a)	South Indian		138·26	141·60	369·46	373·52	51·77	46·79
		3' 3½" GAUGE.							
11	...	Assam-Bengal		140·14	146·74	348·70	389·28	87·52	80·46
12	(a) and (b)	Bengal and North-Western		72·96	81·54	242·56	225·54	39·47	37·27
14	(a) and (b)	Bhavnagar State		38·06	39·30	90·96	161·94	10·02	14·16
2	(f) to (l)	Bombay, Baroda and Central India		84·27	84·93	495·65	299·11	27·63	56·62
15	(a) to (c)	Burma		135·67	135·82	405·91	350·33	113·58	33·78
3	(b) to (d)	Eastern Bengal		120·01	124·62	241·96	278·93	114·35	91·04
18	(a) to (c)	Gondal-Porbandar State		47·17	43·23	193·92	170·00	5·43	8·44
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		141·84	145·99	486·12	262·66	59·39	113·51
19	...	Jamnagar		43·13	43·91	446·71	583·89	13·67	6·19
20	(a) to (e)	Jodhpur-Bikaner		25·71	25·28	215·52	134·29	4·51	14·91
21	...	Junagad State		42·00	54·22	217·06	150·04	18·53	109·25
6	(c) to (l)	Madras and Southern Mahratta		87·07	88·71	349·78	328·75	55·25	49·36
10	(c)	Nilgiri		202·36	269·26	397·76	500·18	37·34	289·64
25	(a) and (b)	Rohilkund and Kumaon		92·39	87·88	194·60	192·69	52·76	34·06
10	(f)	Shoranur-Cochin		...	...	...	...	...	Included
10	(b), (d), (e) and (g) to (i)	South Indian		154·89	152·98	533·15	207·35	73·95	64·06
26	...	Udaipur-Chitorgarh		39·01	39·80	231·37	228·29	6·52	1·44
		2' 6" GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		97·74	96·12	177·50	201·17	35·97	47·11
8	(m)	Jacobabad Kashmor		...	...	...	...	...	Included
8	(n)	Kalka-Simla		231·53	265·35	267·89	—1·77	82·78	86·88
8	(o) and (p)	Kohat-Thal and Nowshera-Durgai		133·23	119·38	157·39	169·81	29·82	206·04
10	(f)	Morappur-Hosur		76·25	79·46	281·18	360·14	3·07	2·48
1	(g)	Puralia-Ranchi		53·19	98·92	129·03	162·98	13·39	16·57
1	(h)	Raipur-Dhamtari		23·44	19·90	35·12	146·76	4·78	11·46
10	(k)	Tirupattur-Krishnagri		78·39	80·82	153·37	218·78	4·66	6·70
8	(q)	Trans Indus (Kalabagh-Bannu)		119·71	107·89	218·68	187·29	62·51	30·38
		2' 0" GAUGE.							
20	(f)	Pipar-Bilara Light		4·99	4·91	63·68	80·29	0·04	3·63

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

134*b*	135*b*	135A*b*	136*b*	137*b*	131*c*	132*c*	
MAINTENANCE OF WAY, WORKS AND STATIONS—*contd.*							NUMBER.
OF TRACK, INCLUDING SIDINGS.					PER TOTAL TRAIN-MILE.		

Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Main head.
Rs.		Rs.		Rs.		Rs.		Rs.		As.		As.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	142·79	82·44	...	...	49·48	43·70	727·69	619·38	1·36	1·35	2·09	2·13	1
...	...	114·93	265·43	0·20	0·20	4·52	*-617·07*	715·53	1,399·83	1·22	1·32	3·22	8·86	2
20·05	1·08	289·35	209·53	...	...	153·76	147·65	1,356·70	1,109·97	1·46	1·41	3·31	2·90	3
...	...	179·96	115·77	...	...	106 91	79·70	1,062·55	883·31	0·91	0·86	3·01	2·65	4
...	...	263·45	66·96	...	...	116·41	*51·39*	1,612·68	758·05	1·12	1·08	4·98	2·35	5
...	...	132·69	113·73	...	...	62·53	41·77	1,073·70	990 80	1·23	1·18	5·20	5·26	6
...	...	75·62	75·49	...	...	109·54	110·34	896·39	1,473·51	1·48	1·73	4·26	9·93	7
8·35	4·78	128·77	130·79	...	...	128·44	133·03	888·96	931·60	1·32	1·26	4·19	5·19	8
4·16	5·84	75·33	103·96	...	...	66·31	79·84	566·77	836·06	1·43	1·57	3·31	5·08	9
...	...	78·79	108·49	...	...	*-69·00*	*-33·20*	1,069·28	632·20	1·06	1·12	6·69	2·96	10
...	...	82·68	69·43	...	...	43·64	30·39	702·68	716·30	2·14	2·35	5·33	6·23	11
0·15	0·04	85·04	36·29	...	...	41·76	33·93	431·94	414·61	0·92	1·05	3·06	2·92	12
...	...	24·42	30·89	...	...	35·81	23·72	199·27	261·01	0·56	0·51	1·33	2·75	14
...	...	80·64	92·15	...	...	44 17	24·27	732·41	557·08	0·83	0·84	4·92	2·95	2
-0·70	3·45	144·08	112·88	...	...	82·29	50·17	880·83	685·93	1·45	1·65	4·31	4·27	15
7·61	4·02	174·52	129·47	...	...	85·31	90·64	743·76	718·72	1·12	1·21	2·25	2·71	3
...	...	24·85	21·41	...	...	18·16	17 79	289·53	265·87	0·80	0·76	3·31	2·67	18
...	...	41·12	42·57	...	...	72·00	56·28	800·97	621·01	1·50	1·93	5·16	3·46	7
...	...	39·37	33·34	...	...	18·32	13·31	561·20	680·64	1·02	1·09	10·55	14·56	19
...	...	19·95	23·62	...	...	20·85	17·04	236·54	215·14	0·57	0·57	4·70	3·01	20
...	...	17·16	30·04	...	...	18·48	23·24	313·23	366·79	1·15	1·10	5·96	3·04	21
...	...	45·18	49·12	...	...	36·27	*-24·96*	573·55	490·98	0·94	0·88	3·75	3·65	6
...	...	121·12	168·64	...	...	*-4·71*	*-29·84*	753·87	1,197·88	2·02	2·66	3·98	4·94	10
A with the	0·68 South	50·97	30·01	...	...	36·04	21·42	426·76	366·74	1·60	1·63	3·37	3·57	25
...	...	Indian	railway,	3'3½"	gauge.	...	...	...	...	...	...	...	...	10
...	...	114·84	120·01	...	...	92·98	73·70	969·81	618·10	0·96	1·00	3·31	1·85	10
...	...	46·05	30·38	...	...	8·85	9·12	331·80	209·03	0·88	1·09	5·23	6·26	26
...	...	18·19	21·57	...	...	45·87	16·83	375·27	382·80	2·30	2·44	4·17	5·11	1
with	the	North	Western	railway		5′	6″	gauge		...	...	...	...	8
...	...	156·10	180·59	...	...	484·71	143·38	1212·96	675·18	1·68	2·16	1·95	*-0·01*	8
0·34	1·86	23·87	57·61	...	...	33·65	39·69	368·30	613·39	1·85	1·57	2·37	2·49	8
...	...	23·24	24·90	...	...	*-21·93*	*-6 15*	361·91	460·88	2·13	1·57	7·86	7·13	10
...	...	24·48	22·88	...	...	7·05	12·58	227·04	333·88	1·05	1·94	2·53	3·58	1
...	...	13·51	9·78	...	...	8·86	38·59	135·21	226·49	0·73	0·58	2·66	4·24	1
...	...	25·84	31·33	...	...	1·75	*-14·98*	363·51	322·65	1·69	1·87	3·31	5·06	10
...	...	69·27	73·99	...	...	24·48	31·20	495·87	469·20	3·34	2·98	7·00	5·16	8
1·22	38·45													
...	...	0·65	10·59	...	...	5·56	5·49	74·92	104·91	0·21	0·21	2·74	3·42	20

APPEN

Analysis of working of each railway system

{Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	133c		134c		135 c	
				TABLE A.—MAINTENANCE OF					
				PER TOTAL					
Main head.	Sub-head.			Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.	
				As.		As.		As.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·98	0·61	...	...	1·18	0·68
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·49	4·03	...	...	0·95	2·15
3	(*a*)	Eastern Bengal		1·32	1·00	0·14	0·01	1·93	1·49
4	(*a*) to (*c*)	East Indian		0·46	0·27	...	...	1·01	0·63
5	(*a*) to (*f*)	Great Indian Peninsula		2·09	0·91	...	...	1·75	0·45
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·78	0·48	...	...	1·09	0·94
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·53	0·39	...	...	0·66	0·71
8	(*a*) to (*i*)	North Western		0·89	0·65	0·09	0·05	1·32	1·40
9	(*a*) to (*c*)	Oudh and Rohilkhand		0·96	0·90	0·05	0·07	0·84	1·22
10	(*a*)	South Indian		0·40	0·37	...	...	0·61	0·86
		3′ 3½″ GAUGE.							
11	...	Assam-Bengal		1·34	1·29	...	...	1·27	1·11
12	(*a*) and (*b*)	Bengal and North-Western		0·49	0·45	...	...	0·44	0·47
14	(*a*) and (*b*)	Bhavnagar State		0·14	0·24	...	...	0·36	0·53
2	(*f*) to (*i*)	Bombay, Baroda and Central India		0·27	0·56	...	...	0·80	0·91
15	(*a*) to (*c*)	Burma		1·20	0·41	—*0·01*	0·04	1·53	1·38
3	(*b*) to (*d*)	Eastern Bengal		1·07	0·88	0·07	0·04	1·63	1·26
13	(*a*) to (*c*)	Gondal-Porbandar State		0·09	0·13	...	...	0·42	0·34
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·64	1·50	...	...	0·44	0·56
19	...	Jamnagar		0·32	0·15	...	...	0·93	0·83
20	(*a*) to (*e*)	Jodhpur-Bikaner		0·10	0·33	...	...	0·44	0·53
21	...	Junagad State		0·51	2·21	...	...	0·47	0·61
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·59	0·55	...	...	0·48	0·54
10	(*c*)	Nilgiri		0·37	2·86	...	...	01·21	1·67
25	(*a*) and (*b*)	Rohilkund and Kumaon		0·92	0·62	...	0·01	0·88	0·55
10	(*f*)	Shoranur-Cochin		...	...	...	...	...	Included
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·46	0·42	...	...	0·71	0·78
26	...	Udaipur-Chitorgarh		0·15	0·03	...	...	1·04	0·33
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·85	1·20	...	...	0·43	0·55
8	(*m*)	Jacobabad Kashmor		...	...	...	...	...	Included
8	(*n*)	Kalka-Simla		0·60	0·71	...	...	1·14	1·47
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		0·45	2·70	...	0·02	0·36	0·76
20	(*f*)	Morappur-Hosur		0·09	0·05	...	...	0·65	0·49
1	(*g*)	Purulia-Ranchi		0·26	0·32	...	...	0·48	0·45
1	(*h*)	Raipur-Dhamtari		0·15	0·33	...	...	0·42	0·28
19	(*k*)	Tirupattur-Krishnagiri		0·10	0·15	...	...	0·55	0·73
8	(*q*)	Trans Indus (Kalabagh-Bannu)		2·00	0·84	0·04	1·06	2·22	2·04
		2′ 0″ GAUGE.							
29	(*f*)	PiparBilara Light		...	0·16	...	...	0·03	0·45

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

135 A *c.*	136 *c.*	137 *c.*	131 *d.*	132 *d.*	133 *d.*	134 *d.*	
WAY, WORKS AND STATIONS—*contd.*							Number.
TRAIN-MILE.—*concld.*			PER 1,000 GROSS TON-MILES.				
Electricity and repairs and renewals of electric plant.	Other charges (net).	Total Maintenance, etc.	General superintendence (including office expenses).	Maintenance and renewal of permanent-way.	Repairs of bridges, etc.	Conservancy of rivers.	Main head.
As.	As.	As.	Rs.	Rs.	Rs.	Rs.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
... ...	0·41 0·33	6·02 5·12	0·19 0·17	0·29 0·27	0·13 0·08	... ...	1
... ...	0·03 *—5·00*	5·91 11·36	0·18 0·19	0 47 1·24	0·07 0·57	... ...	2
... ...	1·05 1·05	9·26 7·86	0·23 0·22	0·53 0·44	0·21 0·15	0·02 ...	3
... ...	0·60 0·44	5·99 4·85	0·11 0·10	0·35 0·29	0·06 0·06	... ...	4
... ...	0·77 0·35	10·71 5·14	0·18 0·16	0·80 0·84	0·33 0·13	... ...	5
... ...	0·51 0·35	8·81 8·21	0·18 0·17	0·77 0·76	0·12 0·07	... ...	6
... ...	0·96 1·03	7·89 13·79	0·26 0·29	0·76 1·68	0·09 0·07	... ...	7
... ...	1·32 1·42	9·13 9·97	0·19 0·19	0·60 0·78	0·13 0·10	0·01 0·01	8
... ...	0·74 0·93	6·33 9·67	0·24 0·24	0·39 0·79	0·17 0·12	0·01 0·01	9
... ...	*—0·53 —0·30*	8·23 5·01	0·22 0·23	1·35 0·60	0·08 0·07	... ...	10
... ...	0·67 0·48	10·75 11·46	0·55 0·55	1·35 1·46	0·34 0·30	... ...	11
... ...	0·53 0·43	5·44 5·35	0·22 0·26	0·75 0·72	0·12 0·12	... ...	12
... ...	0·53 0·40	2·92 4·43	0·21 0·19	0·49 1·01	0·05 0·09	... ...	14
... ...	0·44 0·24	7·26 5·50	0·21 0·20	1·24 0·72	0·07 0·14	... ...	2
... ...	0·87 0·62	9·35 8·37	0·34 0·37	1·03 0·96	0·28 0·09	... 0·01	15
... ...	0·79 0·86	6·93 6·96	0·29 0·30	0·59 0·67	0·28 0·22	0·02 0·01	3
... ...	0·31 0·28	4·93 4·18	0·28 0·30	1·16 1·07	0·08 0·05	... ...	18
... ...	0·76 0·74	8·50 8·19	0·50 0·60	1·70 1·08	0·21 0·47	... ...	7
... ...	0·43 0·34	13·25 16·97	0·39 0·45	4·08 5·95	0·12 0·06	... ...	19
... ...	0·45 0·39	6·26 4·83	0·15 0·15	1·35 0·81	0·08 0·09	... ...	20
... ...	0·51 0·47	8·60 7·43	0·38 0·38	1·94 1·06	0·17 0·77	... ...	21
... ...	0·39 *—0 27*	6·15 5·45	0·28 0·29	1·12 1·06	0·18 0·16	... ...	6
... ...	*—0·04 — 030*	7·54 11·53	1·49 2·06	2·94 3·82	0·28 2·22	... ...	10
... ...	0·62 0·40	7·39 6·78	0·47 0·44	0·98 0·97	0·27 0·17	... ...	25
with the South India n railway 3' 3½" gauge				... ...	... ...	... ...	10
... ...	0·58 0·47	6·03 4·02	0·28 0·30	0·96 0·40	0·13 0·12	... ...	19
... ...	0·20 0·25	7·50 8·46	0·35 0·41	2·02 2·38	0·06 0·01	... ...	26
... ...	1·08 0·43	8·83 9·73	0·67 0·72	1·21 1·50	0·24 0·35	... ...	1
with the North Western railway 5' 6" gauge				... ...	... ...	... ...	8
... ...	3·53 1·16	8·90 5·49	1·22 1·61	1·41 *—0·01*	0·44 0·55	... ...	8
... ...	0·51 0·51	5·54 8·05	1·45 1·39	1·86 2·20	0·35 2·39	... 0·02	8
... ...	*—0·61 —0·12*	10·12 9·12	1·12 0·95	4·15 4·28	0·05 0·06	... ...	10
... ...	0·14 0·25	4·46 6·54	0·32 0·59	0·77 1·10	0·08 0·10	... ...	1
... ...	0·36 1·12	4·22 6·55	0·33 0·31	1·40 2·26	0·06 0·13	... ...	1
... ...	0·04 *—0·2.*	5·69 7·47	0·99 1·10	1·93 2·98	0·06 0·09	... ...	10
... ...	0·78 0·86	15·88 12·94	1·73 1·29	3·15 2·24	0·90 0·36	0·02 0·46	8
... ...	0·24 0·23	3·22 4·47	0·44 0·27	5·58 7·76	... 0·35	... ...	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	135 *d*.		135A *d*.		136 *d*.	
				TABLE A.—MAINTENANCE OF WAY, WORKS					
				PER 1,000 GROSS TON-					
Main head.	Sub-head.			Repairs of stations and buildings. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·16	0·09	...	...	0·06	0·04
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·14	0·30	...	...	...	—*0·70*
3	(*a*)	Eastern Bengal		0·31	0·23	...	...	0·16	0·15
4	(*a*) to (*c*)	East Indian		0·11	0·07	...	...	0·06	0·04
5	(*a*) to (*f*)	Great Indian Peninsula		0·28	0·07	...	...	0·12	0·05
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·16	0·13	...	...	0·07	0·05
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·12	0·12	...	...	0·17	0·18
8	(*a*) to (*l*)	North Western		0·19	0·21	...	...	0·19	0·21
9	(*a*) to (*c*)	Oudh and Rohilkhand		0·14	0·19	...	...	0·12	0·14
10	(*a*)	South Indian		0·12	0·17	...	...	—*0·11*	—*0·06*
		3′ 3⅜″ GAUGE.							
11		Assam-Bengal		0·32	0·26	...	...	0·17	0·11
12	(*a*) and (*b*)	Bengal and North-Western		0·11	0·11	...	...	0·14	0·12
14	(*a*) and (*b*)	Bhavnagar State		0·13	0·19	...	...	0·20	0·15
2	(*f*) to (*l*)	Bombay, Baroda and Central India		0·20	0·22	...	...	0·12	0·06
15	(*a*) to (*c*)	Burma		0·36	0·31	...	...	0·20	0·13
3	(*b*) to (*d*)	Eastern Bengal		0·43	0·31	...	...	0·21	0·22
18	(*a*) to (*e*)	Gondal-Porbandar State		0·15	0 14	...	...	0·11	0·11
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·14	0·17	...	...	0·25	0·23
19		Jamnagar		0·36	0·34	...	...	0·16	0·14
20	(*a*) to (*e*)	Jodhpur-Bikaner		0·13	0·14	...	...	0·13	0·10
21		Junagad State		0·15	0·21	...	...	0·17	0·12
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·15	0·16	...	...	0·11	—*0·06*
10	(*c*)	Nilgiri		0·89	1·29	...	...	—*0·04*	—*0·23*
25	(*a*) and (*b*)	Rohilkund and Kumaon		0·26	0·16	...	...	0·13	0·11
10	(*f*)	Shoranur-Cochin		...	...	...	...	Includ	ed with
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·21	0·23	...	...	0·17	0·14
26		Udaipur-Chitorgarh		0·40	0·31	...	...	0·07	0·09
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·12	0·16	...	...	0·31	0·13
8	(*m*)	Jacobabad Kashmor		...	...	...	...	Includ	ed with
8	(*n*)	Kalka-Simla		0·82	1·10	...	...	2·55	0·87
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		0·28	0·67	...	...	0·40	0·45
10	(*f*)	Morappur-Hosur		0·34	0·30	...	...	—*0·32*	—*0·03*
1	(*g*)	Purulia-Ranchi		0·14	0·14	...	...	0·04	0·07
1	(*h*)	Raipur-Dhamtari		0·22	0·15	...	...	0·14	0·59
10	(*k*)	Tirupattur-Krishnagiri		0 ·32	0·43	...	...	0·03	—*0·20*
8	(*q*)	Trans Indus (Kalabagh-Bannu)		1·00	0·88	...	...	0·35	0·37
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		0·06	1·03	...	...	0·48	0·53

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

137 *d.*		138 *a.*		139 *a.*		139 A *a.*		140 *a.*		141 *a.*		142 *a.*		
AND STATIONS —*concld.*		TABLE B.—LOCOMOTIVE EXPENSES.												NUMBER.
MILES—*concld.*		PER TOTAL TRAIN-MILE.												
Total Maintenance, etc.		General superintendence (including office expenses).		Running expenses.		All charges connected with working of Rail Motors.		Fuel (average cost).		Water.		Oil, tallow and other stores.		Main head.
Rs.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·83	0·65	0·71	0·79	2·70	2·61	...	...	2·17	2·26	0·23	0·22	0·30	0·26	1
0·86	1·60	0·68	0 66	3·13	2·95	...	...	8·59	7·45	0·51	0·45	0·68	0·55	2
1·46	1·19	0·54	0·71	2·24	2·09	...	...	3·78	4·65	0·28	0·22	0·41	0·37	3
0·69	0·53	0·77	0·74	2·17	2·09	2·44	3·11	1·34	1·50	0·16	0·17	0·53	0·50	4
1·71	0·75	0·82	0·80	3·06	3·02	6·05	...	7·23	6·61	0·31	0·27	0·35	0·33	5
1·30	1·18	0·89	0·90	2·35	2·35	7·56	7·24	6·50	6·70	0·27	0·26	0·22	0·27	6
1·40	2·34	0·80	0·88	1·99	1·87	...	...	2·96	2·40	0·24	0·28	0·26	0·37	7
1·31	1·50	0·70	0·74	2·07	2·14	...	...	7·58	7·01	0·31	0·35	0·32	0·33	8
1·07	1·49	0·73	0·78	1·63	1·65	...	...	3·67	3·89	0·15	0·20	0·30	0·29	9
1·66	1·01	0·75	0·78	2·48	2·88	12·97	...	8·40	8·06	0·22	0 22	0·37	0·39	10
2·73	2·68	1·12	1·07	1·62	1·65	...	...	4·76	4·73	0·22	0·20	0·27	0·10	11
1·34	1·33	0·42	0·45	0·77	0·76	...	...	2·49	2·44	0·19	0·18	0·18	0·17	12
1·08	1·63	0·70	0·82	0·99	1·00	...	...	4·02	4·44	0·17	0·20	0·21	0 22	14
1·84	1·34	0·85	0·82	2·16	2·14	...	...	4·21	4·45	0·36	0·34	0·30	0·29	2
2·20	1·87	1·03	1·15	2·74	2·76	7·00	6·85	4·69	4·86	0·32	0·34	0·30	0·25	15
1·82	1·73	0·62	0·60	1·59	1·67	...	...	2·58	0 65	0·19	0·16	0·23	0·19	3
1·73	1·67	0·41	0·40	1·28	1·16	...	...	6·14	6·00	0·20	0·25	0·33	0·30	18
2·80	2·55	0·95	1·12	1·68	1·67	...	...	2·30	2·15	0·25	0·27	0·17	0·24	7
5·06	6·91	0·89	0·93	0·84	0·90	...	...	6·79	6·17	0·17	0·14	0·23	0·23	19
1·79	1·29	0·43	0·45	0·77	0·75	...	...	5·42	4·50	0·60	0·60	0·29	0·35	20
2·81	2·59	0·66	0·62	1·49	1·23	...	...	6·13	5·90	0·28	0·17	0·24	0·22	21
1·84	1·59	0·62	0·63	2·31	2·22	...	...	4·69	3·66	0·36	0·33	0·25	0·20	6
5·56	9·16	1·48	1·36	8·92	8·61	...	...	26·66	28·24	0·30	0·33	1·07	1·14	10
2·16	1·85	0·67	0·72	0·79	0·81	...	...	3·04	3·50	0·23	0·21	0·17	0·19	25
the	South	Indian	railway	3′ 3½″	gauge.									10
1·75	1·19	0·56	0·57	1·23	2·12	...	....	4·29	4·66	0·21	0·19	0·24	0·26	10
2·90	3·15	0·98	1·21	0·64	0·72	...	...	3·47	3·50	0·29	0·31	0·39	0·38	26
2·55	2·86	0·86	0·76	1·26	1·30	...	...	3·31	2·73	0·38	0·35	0·17	0·23	1
the	North	Western	railway	5′ 6″	gauge									8
6·44	4·10	1·01	1·12	3·46	4·01	...	...	5·25	5 35	0·13	0·07	0·28	0 33	8
4·34	7·12	0·51	0·48	1·43	1·35	...	...	2·56	2·80	0·62	0·53	0·17	0·20	8
5·34	5·48	0·15	0·10	1·79	1·57	...	...	4·09	4·03	0·60	0·53	0·30	0·28	10
1·35	2·00	0·72	0·99	1·77	1·70	...	...	1·88	1·72	0·50	0·53	0·35	0·13	1
2·22	3·49	0·71	0·62	1·36	0·86	...	...	1·34	1·69	0·49	0·43	0·21	0·13	1
3·38	4·40	0·16	0·15	0·84	1·41	...	...	5·00	4·72	1·10	1·20	0·23	0·25	10
7·15	5·60	0·73	0·65	2·69	2·35	...	...	5·63	4·35	0·48	0·46	0·49	0·31	8
6·51	10·16	...	...	0·46	0·48	...	...	2·75	2·30	0·38	0·42	0·28	0·31	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

TABLE B.—

PER TOTAL

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railway system.	Serial number.	143 *a*.		143A*a*.		143B*a*.	
Main head.	Sub-head.			Maintenance and renewal of locomotives. Annas.		Maintenance and renewal of motor cars. Annas.		Maintenance and renewal of machinery, tools and plant. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5' 6" GAUGE.							
1	(*a*)	Bengal-Nagpur		2·71	1·63	...	...	0·28	0·17
2	(*a*) to (*e*)	Bombay, Baroda and Central India		2·55	2·35	...	...	0·23	0·22
3	(*a*)	Eastern Bengal		2·99	2·71	...	...	0·50	0·31
4	(*a*) to (*c*)	East Indian		1·71	1·45	1·17	0·49	0·21	0·24
5	(*a*) to (*f*)	Great Indian Peninsula		4·77	1·96	5·20	...	0·24	0·31
6	(*a*) and (*b*)	Madras and Southern Mahratta		3·06	2·75	0·84	7·85	0·58	0·65
7	(*a*) and (*b*)	Nizam's Guaranteed State		4·64	4·75	...	...	0·97	0·03
8	(*a*) to (*i*)	North Western		2·78	4·78	...	...	0·32	0·28
9	(*a*) to (*c*)	Oudh and Rohilkhand		2·09	1·41	...	...	0·23	0·19
10	(*a*)	South Indian		2·52	4·29	55·59	...	0·26	0·13
		3' 3⅜" GAUGE.							
11		Assam-Bengal		2·26	1·06	...	...	0·04	0·01
12	(*a*) and (*b*)	Bengal and North-Western		1·23	1·25	...	...	0·05	0·10
14	(*a*) and (*b*)	Bhavnagar State		0·85	1·37	...	...	0·09	0·13
2	(*f*) to (*l*)	Bombay, Baroda and Central India		3·44	2·34	...	...	0·29	0·29
15	(*a*) to (*c*)	Burma		2·16	1·68	0·17	0·77	0·17	0·18
3	(*b*) to (*d*)	Eastern Bengal		1·89	1·47	...	...	0·28	0·06
18	(*a*) to (*c*)	Gondal-Porbandar State		1·60	1·48	...	...	0·14	0·11
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		1·18	2·88	...	...	0·09	0·05
19		Jamnagar		1·95	0·25	...	...	0·06	0·02
20	(*a*) to (*e*)	Jodhpur-Bikaner		1·61	1·85	...	...	0·16	0·18
21		Junagad State		2·14	1·64	...	...	0·01	0·02
6	(*c*) to (*l*)	Madras and Southern Mahratta		2·17	0·97	...	...	0·23	0·18
10	(*c*)	Nilgiri		12·64	25·67	...	...	0·21	0·15
25	(*a*) and (*b*)	Rohilkund and Kumaon		1·36	1·38	...	...	0·24	0·21
10	(*f*)	Shoranur-Cochin		...	...	Included with the South		0·19	0·16
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		1·68	1·93	...	...	0·37	0·26
26		Udaipur-Chitorgarh		1·98	2·44	...	...		
		2' 6" GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·44	1·80	...	...	0·02	0·01
8	(*m*)	Jacobabad Kashmor		...	...	...	...	Included with	
8	(*n*)	Kalka-Simla		3·61	4·33	...	...	0·26	0·16
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		3·45	1·46	...	...	0·27	0·14
10	(*f*)	Morappur-Hosur		4·03	2·96	...	...	0·04	0·04
1	(*g*)	Purulia-Ranchi		0·89	2·09	...	...	0·04	0·02
1	(*h*)	Raipur-Dhamtari		0·88	1·71	...	...	...	...
10	(*k*)	Tirupattur-Krishnagiri		10·01	3·11	...	...	0·04	0·03
8	(*q*)	Trans Indus (Kalabagh-Bannu)		6·91	3·38	...	...	0·20	0·10
		2' 0" GAUGE.							
20	(*f*)	Pipar-Bilara Light		2·28	3·44	...	...	...	...

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

143 Cc.	144 *a*.	145 *a*.	138 *b*.	139 *b*.	139A *b*.	140 *b*.	
LOCOMOTIVE EXPENSES—*contd.*							Numbers.
TRAIN-MILE—*concld.*			PER ENGINE MILE.				
Electricity and repairs and renewals of electric plant.	Other charges (net).	Total locomotive expenses.	General Superintendence (including office expenses).	Running expenses.	All charges connected with the working of Rail Motors.	Fuel (average cost).	Main head.
Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
... ...	1·77 2·47	10·87 10·41	0·57 0·64	2·18 2·10	... ...	1·75 1·82	1
... ...	1·94 1·75	18·81 16·38	0·56 0·55	2·57 2·47	... ...	7·07 6·21	2
... ...	0·36 0·44	11·10 11·50	0·36 0·48	1·51 1·42	... ...	2·54 3·16	3
... ...	1·31 1·41	8·20 8·19	0·58 0·56	1·61 1·57	2·37 2·97	1·00 1·13	4
... ...	1·86 1·76	18·64 15·06	0·69 0·68	2·58 2·58	6·05 ...	6·09 5·63	5
... ...	1·94 1·94	15·81 15·82	0 73 0·75	1·95 1·96	7·56 7·22	5·39 5·60	6
... ...	0·59 0·45	11·55 11·03	0·68 0·75	1·69 1·60	... ...	2·51 2·05	7
... ...	1·57 2·25	15·65 17·88	0·57 0·61	1·70 1·77	... 34·33	6·23 5·80	8
... ...	1·25 1·71	10·05 10·12	0·61 0·65	1·38 1·38	... ...	3·10 3·24	9
... ...	—0·58 —0·66	14·42 16·09	0·67 0·69	2·21 2·56	12·97 ...	7·47 7·17	10
... ...	0·48 0·70	†10·77 †9·62	0·87 0·86	1·27 1·34	... ...	3·74 3·83	11
... ...	1·00 0·86	6·33 6·21	0·35 0·37	0·64 0·62	... ...	2·06 2·01	12
... ...	0·09 0·45	7·72 8·64	0·62 0·73	0·37 0 89	... ...	4·08 3·96	14
... ...	0·86 0·62	12·47 12·29	0·73 0·70	1·85 1·86	... ...	3·62 3·85	2
... ...	0·93 0·96	12·34 12·18	0·83 0·93	2·20 2·21	7·00 6 85	3·80 3·90	15
... ...	3·17 1·56	10·55 6·36	0·48 0·47	1·24 1·30	... ...	2·01 0·51	3
... ...	0·19 0·25	10·29 9·95	0·37 0·36	1·15 1·04	... ...	5·52 5·43	18
... ...	1·41 1·07	8·03 9·40	0·84 1·00	1·47 1·48	... ...	2·02 1·91	7
... ...	0·04 ...	10·97 8·64	0·75 0·78	0·71 0·75	... ...	5·74 5·19	19
... ...	0·67 0·83	9·95 9·51	0·39 0·39	0·69 0·67	... ...	4·90 4·03	20
... ...	... 0·04	10·95 9·24	0·56 0·55	1·27 1·08	... ...	5·23 5·18	21
... ...	1·21 1·49	11·72 9·68	0·54 0 57	1·94 1·97	... ...	4·11 3·26	6
... ...	—4·68 —3·06	46·60 62·64	1·29 1·20	7·72 7·73	... ...	23·09 24·80	10
... ...	0·40 0·20	6·90 7·22	0·52 0·55	0·62 0·62	... ...	2·35 2·68	25
Indian	railway 3' 3½"	gauge.	... ...	... ...	... ...	... ...	19
... ...	0·86 0·79	10·06 10·67	0·50 1·51	1·71 1·89	... ...	3·33 4·14	10
... ...	... ...	3·12 8·82	0·91 1·14	0·39 0·67	... ...	3·28 3·27	26
... ...	1·31 2·46	9·75 9·64	0·68 0·60	1·00 1·03	... ...	2·62 2·17	1
the North	Western railway	5'6" gauge	... ...	... ...	... ...	... ...	3
... ...	0·66 0·83	14·66 16·20	0·81 0·90	2·78 3·20	... 2·10	4·22 4·26	8
... ...	0·95 1·32	9·96 8·28	0·42 0·39	1·19 1·10	... ...	2·18 2·27	8
...	—1·02 —0·40	10·18 9·11	0·15 0·10	1·79 1·57	... ...	4·09 4·02	10
... ...	0·56 0·49	6·66 7·67	0·57 0·78	1·40 1·33	... ...	1·44 1·34	1
... ...	1·39 1·03	6·18 6·47	0·61 0·53	1·17 0·74	... ...	1·14 1·46	1
... ...	—1·59 —0·59	15·79 10·28	0·16 0·15	0·83 1·40	... ...	4·98 4·70	10
... ...	3·16 2·98	20·28 14·53	0·58 0·53	2·10 1·91	... ...	4·40 3·53	8
... ...	... 0·02	6·15 6·97	... ...	0·46 0·48	... ...	2·75 2·30	20

* Excludes expenditure attributable to motors.

† Includes figures for Tangi-Narayanganj Section, Eastern Bengal Railway

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

TABLE B.—

PER ENGINE

Classification No. of Railway. (Detailed in "Index" to Appendix 1.) Main head.	Sub-head.	Railway system.	Serial number.	141 *b*. Water. Annas. 1st half.	141 *b*. Water. Annas. 2nd half.	142 *b*. Oil, tallow and other stores. Annas. 1st half.	142 *b*. Oil, tallow and other stores. Annas. 2nd half.	143 *b*. Maintenance and renewal of locomotives. Annas. 1st half.	143 *b*. Maintenance and renewal of locomotives. Annas. 2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur	1	0·18	0·18	0·25	0·21	2·19	1 31
2	(*a*) to (*e*)	Bombay, Baroda and Central India	2	0·42	0·38	0·56	0·46	2·10	1·26
3	(*a*)	Eastern Bengal	3	0·19	0·15	0·27	0·25	2·03	1·84
4	(*a*) to (*c*)	East Indian	4	0·12	0·13	0·40	0·38	1·28	1·10
5	(*a*) to (*f*)	Great Indian Peninsula	5	0·26	0·23	0·29	0·28	4·02	1·67
6	(*a*) and (*b*)	Madras and Southern Mahratta	6	0·22	0 22	0·19	0·23	2·54	2·30
7	(*a*) and (*b*)	Nizam's Guaranteed State	7	0·20	0·24	0·22	0·31	3·94	4·05
8	(*a*) to (*l*)	North Western	8	0·26	0·23	0·26	0·23	2·29	3·96
9	(*a*) to (*c*)	Oudh and Rohilkhand	9	0·13	0·16	0·25	0·24	1·76	1·17
10	(*a*)	South Indian	10	0·19	0·19	0·33	0 35	2·24	3·81
		3′ 3½″ GAUGE.							
11	...	Assam-Bengal	11	0·17	0·16	0·22	0·17	1·79	0·86
12	(*a*) and (*b*)	Bengal and North-Western	12	0·15	0·15	0·14	0·14	1·02	1·03
14	(*a*) and (*b*)	Bhavnagar State	14	0·15	0·18	0·19	0·20	0·75	1·22
2	(*f*) to (*l*)	Bombay, Baroda and Central India	2	0·31	0·30	0·26	0·25	2·96	2·03
15	(*a*) to (*c*)	Burma	15	0·26	0·28	0·24	0·20	1·74	1·35
3	(*b*) to (*d*)	Eastern Bengal	3	0·15	0 12	0·18	0·16	1·48	1·15
18	(*a*) to (*c*)	Gondal-Porbandar State	18	0·18	0·22	0·30	0·27	1·44	1·34
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley	7	0·22	0·24	0·15	0·22	1·94	2·52
19	...	Jamnagar	19	0·14	0·13	0·19	0·20	1·65	0·21
20	(*a*) to (*e*)	Jodhpur-Bikaner	20	0·54	0·54	0·26	0·31	1·46	1·66
21	...	Junagad State	21	0·24	0·15	0·21	0·19	1·83	1·44
6	(*c*) to (*l*)	Madras and Southern Mahratta	6	0·32	0·30	0·20	0·18	1·90	0·87
10	(*c*)	Nilgiri	10	0·25	0·29	0·93	1·00	10·95	22·54
25	(*a*) and (*b*)	Rohilkund and Kumaon	25	0·18	0·16	0·13	0.14	1·05	1·05
10	(*f*)	Shoranur-Cochin	10	...	...	...	Included.		
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian	10	0·19	0·17	0·22	0·23	1·49	1·70
26	...	Udaipur-Chitorgarh	26	0·27	0·28	0·37	0·36	1·84	2·23
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions	1	0·30	0·28	0·14	0·18	1·98	1·43
2	(*m*)	Jacobabad Kashmor	2	...	...	...	Included	...	...
8	(*n*)	Kalka-Simla	8	0·11	0·05	0·22	0·27	2·90	3 45
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Dargai	8	0·51	0·43	0·15	0·15	2·87	1·19
10	(*f*)	Morappur-Hosur	10	0·80	0·53	0·30	0·27	4·03	2·94
1	(*g*)	Purulia-Ranchi	1	0·40	0·41	0·28	0 10	0·70	1·63
1	(*h*)	Raipur-Dhamtari	1	0·42	0·37	0·18	0·11	0·58	1·47
10	(*k*)	Tirupattur-Krishnagiri	10	1·10	1·20	0·23	0·24	2·97	3·10
8	(*g*)	Trans Indus (Kalabagh-Bannu)	8	0·37	0 37	0·38	0·24	5 41	2·70
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light	20	0·38	0·42	0·28	0·31	2·28	3·44

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

143-A *b*.	143-B *b*.	143-C *b*.	144 *b*.	145 *b*.	138 *c*.	139 *c*.	Number.
LOCOMOTIVE EXPENSES—*contd.*							
MILE—*concld.*					PER 1,000 GROSS TON-MILES.		

Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.		General Superintendence (including office expenses).		Running expenses.		Main head.
Annas.		Annas.		Annas.		Annas.		Annas.		Re.		Re.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0·22	0·14	...	...	1·43	1·99	8·77	·839	0·10	0·10	0·37	0·33	1
...	...	0·19	0.18	...	...	1·60	1·46	15·07	13 67	0·10	0·09	0·46	0·41	2
...	...	0·34	0 21	...	...	0·25	0·31	7·48	7·82	0·08	0·11	0·35	0·31	3
1·13	0·47	0·15	0·18	...	...	0·98	1·06	6·12	6·11	0·09	0·08	0·25	0 23	4
5·20	...	0·20	0·26	...	...	1·58	1·50	15·71	12·83	0·13	0·12	0·49	0·14	5
0·34	7·84	0·48	0·54	...	...	1·61	1·62	13·11	13·23	0·13	0·13	0·35	0 34	6
...	...	0·06	0·03	...	...	0·50	0 33	9·80	9·41	0·14	0·15	0·36	0·32	7
...	0.49	0·26	0·23	...	...	1·29	1·86	12·86	14·79	0·10	0.11	0·30	0·32	8
...	...	0·19	0 16	...	...	1·06	1·42	8·48	8 42	0·12	0·12	0·27	0 26	9
55·59	...	0·23	0·12	...	...	—*0·52*	—0·58	12·82	14·31	0·15	0·16	0·50	0·58	10
...	...	0·03	0·01	...	...	0·38	0·56	§8.46	§7 79	0·28	0·26	0·42	0·40	11
...	...	0·04	0·06	...	...	0·83	0·71	5·23	5·11	0·10	0·11	0·20	0·19	12
...	...	0·08	0·11	...	...	0·08	0·41	6·32	7·70	0·26	0·30	0·36	0·37	14
...	...	0·26	0 25	...	...	0·74	0 53	10·73	9·77	0·21	0·21	0·55	0·52	2
0·17	0·77	0·14	0·14	...	...	0·75	0·76	9·96	9·77	0·24	0 25	0·64	0·61	15
...	...	0·21	0·05	...	...	2·47	1·21	8·22	4·97	0·16	0·15	0·42	0·41	3
...	...	0.13	0·10	...	...	0·16	0·23	9·25	8·99	0·16	0·17	0·49	0·48	18
...	...	0·08	0·04	...	...	1·24	0·94	7·06	8·35	0·31	0·35	0·55	0 52	7
...	...	0·05	0·02	...	...	0·04	...	9·27	7·27	0·34	0·38	0·32	0·36	19
...	...	0·15	0·17	...	...	0·60	0·74	8·99	8·51	0·13	0·12	0·22	0 20	20
...	...	0·01	0·02	...	...	...	0·03	9·35	8·64	0·22	0·22	0·49	0·43	21
...	...	0·20	0·16	...	...	1·06	1·32	10·27	8·63	0·18	0·19	0·66	0·65	6
...	...	0·18	0·14	...	...	—4·05	—2·69	40·35	55·01	1·10	1·06	6·58	6·62	10
...	...	0·19	0·15	...	...	0·31	0·16	5·35	5·41	0·20	0·19	0·24	0·22	25
with the South Indian railway 3′ 3½″ gauge.						...	...	...	...	...	...	...	...	10
...	...	0·17	0·14	...	...	0·76	0·70	8·93	9 48	0·16	0·17	0·56	0·63	10
...	...	0·34	0·24	...	...	...	...	7·60	18·24	0·37	0·46	0·24	0·27	26
...	...	0·01	0·01	...	...	1·03	1·96	7·71	7·66	0·25	0·22	0·36	0·38	1
with the North Western railway 5′ 6″ gauge						...	...	...	...	...	...	...	...	8
...	0·54	0·21	0·12	...	...	0·53	0 66	11·78	12·91	0·78	0·84	2·50	3·00	8
...	...	0·23	0·12	...	...	0·79	1·07	8·29	6·72	0·40	0·43	1·12	1·19	8
...	...	0·04	0·04	...	...	—*1·02*	—*0.40*	10·18	9·07	0·08	0·06	0·25	0·24	10
...	...	0·03	0·02	...	...	0·44	0·38	5·26	5·99	0·22	0·30	0·54	0·52	1
...	...	...	...	...	...	1·19	0·89	5·29	5·57	0·37	0·33	0·72	0·46	1
...	...	0·04	0·03	...	...	—*1·58*	—*0·58*	15·78	10 24	0·09	0·09	0·49	0·88	10
...	...	0·16	0·08	...	...	2·47	2·42	15·87	11·78	0·33	0·28	1·21	1·02	8
...	...	...	...	...	...	...	0·02	6·15	6·97	...	...	0·93	1·10	20

* Excludes expenditure attributable to motors.
§ Includes figures for Tangi-Narayanganj section, Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway system.	Serial number.	139-Ac.		140c.		141c.	
				TABLE B—					
				PER 1,000 GROSS					
Main head.	Sub-head.			All charges connected with the working of Rail Motors. Rs.		Fuel. (average cost). Rs.		Water. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		...	...	0·30	0·29	0·03	0·03
2	(a) to (e)	Bombay, Baroda and Central India		...	...	1·25	1·05	0·07	0·06
3	(a)	Eastern Bengal		...	...	0·59	0·70	0·05	0·03
4	(a) to (c)	East Indian		3·39	4·32	0·15	0·16	0 02	0·02
5	(a) to (f)	Great Indian Peninsula		4·95	...	1·16	0 96	0·05	0·04
6	(a) and (b)	Madras and Southern Mahratta		4·99	4·78	0·96	0 96	0·04	0 04
7	(a) and (b)	Nizam's Guaranteed State		...	...	0·38	0·41	0·04	0·05
8	(a) to (l)	North Western		...	...	1·09	1·06	0 04	0·05
9	(a) to (c)	Oudh and Rohilkhand		...	...	0·62	0·60	0·03	0·03
10	(a)	South Indian		16·69	...	1·70	1·63	0·05	0·04
		3′ 3½″ GAUGE.							
11	...	Assam-Bengal		...	...	1·21	1·12	0·06	0·05
12	(a) and (b)	Bengal and North-Western		...	...	0·62	0·61	0·05	0·04
14	(a) and (b)	Bhavnagar State		...	...	1·71	1·64	0·08	0·07
2	(f) to (l)	Bombay, Baroda and Central India		...	...	1·06	1·08	0·09	0·08
15	(a) to (c)	Burma		10·62	10·22	1·09	1·08	0·08	0·08
3	(b) to (d)	Eastern Bengal		...	...	0·68	0·16	0·05	0·04
18	(a) to (c)	Gondal-Porbandar State		...	...	2·35	2·47	0·08	0·10
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		...	...	0·76	0·67	0·08	0·08
19	...	Jamnagar		...	...	2·59	2·52	0·07	0·06
20	(a) to (e)	Jodhpur-Bikaner		...	...	1·55	1·21	0·17	0·16
21	...	Junagad State		...	...	2·00	2·05	0·07	0·06
6	(c) to (l)	Madras and Southern Mahratta		...	...	1·40	1·07	0·11	0·10
10	(c)	Nilgiri		...	...	19·68	21·88	0·22	0·25
25	(a) and (b)	Rohilkund and Kumaon		...	...	0·89	0·95	0·07	0·06
10	(f)	Shoranur-Cochin		...	...	...	...	Included	...
10	(b), (d), (e) and (g) to (i)	South Indian		...	...	1·28	1·37	0·06	0·05
26	...	Udaipur-Chitorgarh		...	...	1·35	1·31	0·11	0·11
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda; Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		...	...	0·96	0·80	0·11	0·10
8	(m)	Jaeobabad Kashmor		...	...	...	...	Included.	
8	(n)	Kalka-Simla		...	...	3·80	3·99	0·09	0·05
8	(o) and (p)	Kohat Thal and Nowshera-Durgai		...	...	2·01	2·47	0·48	0·47
10	(f)	Morappur-Hosur		...	...	2·16	2·43	0·42	0·32
1	(g)	Purulia-Ranchi		...	...	0·56	0·53	0·15	0·16
1	(h)	Raipur-Dhamtari		...	...	0·70	0·90	0·26	0·23
10	(k)	Tirupattur-Krishnagiri		...	...	2·92	2·78	0·65	0·71
8	(q)	Trans Indus (Kalabagh-Bannu)		...	...	2·53	1·88	0·22	0·20
		2′ 0″ GAUGE.							
20	(f)	Pipar-Bilara Light		...	...	5·55	5·21	0·77	0·59

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

142 *c.*	143 *c.*	143 A *c.*	143 B *c.*	143 C *c.*	144 *c.*	145 *c.*	
LOCOMOTIVE EXPENSES—*concld.*							NUMBER.
TON-MILES—*concld.*							

Oil, tallow and other stores. Rs.		Maintenance and renewal of locomotives. Rs.		Maintenance and renewal of motor cars. Rs.		Maintenance and renewal of machinery, tools and plant. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.		Total Locomotive expenses. * Rs.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·04	0·03	0·38	0 21	...	...	0·04	0·02	...	...	0·24	0·31	1·50	1·32	1
0·10	0·08	0·37	0·33	...	...	0·03	0·03	...	...	0·29	0·25	2·07	2·39	2
0·06	0·06	0·47	0·41	...	...	0·08	0·04	...	...	0·06	0·07	1·74	1·78	3
0·06	0·05	0·20	0·16	1·62	0·63	0·02	0·03	...	...	0·16	0·15	0·95	0·88	4
0·06	0·05	0·76	0·29	4·25	...	0·03	0·04	...	...	0·30	0·26	2·98	2·20	5
0·03	0·04	0·45	0·29	0·23	5·18	0·08	0·09	...	...	0·29	0·28	2·33	2·27	6
0·05	0·06	0·83	0·80	...	...	0·01	0·01	...	...	0·10	0·07	2·06	1·87	7
0·04	0·05	0·40	0 72	...	...	0·05	0·04	...	...	0·23	0 34	2·25	2·69	8
0·05	0·04	0·35	0·22	...	...	0·04	0·03	...	...	0·21	0 26	1·69	1·56	9
0·07	0·08	0·51	0·86	71·75	...	0·05	0·03	...	...	—*0·11*	—*0·13*	2·92	3·25	10
0·07	0·05	0·57	0·24	...	...	0·01	...	...	...	0·12	0·16	†2·74	†2·28	11
0·04	0·04	0·31	0·32	...	...	0·01	0·02	...	...	0·25	0·22	1·58	1·55	12
0·08	0·09	0·31	0·50	...	...	0·04	0·05	...	...	0·03	0·17	2·85	3·19	14
0·07	0 07	0·87	0·57	...	...	0·08	0 07	...	...	0·22	0·15	3·15	2·75	2
0·07	0·05	0·50	0·38	0·26	1·14	0·04	0·04	...	...	0·22	0·21	2·88	2·70	15
0·06	0·06	0·49	0·36	...	...	0·07	0·02	...	...	0·33	0·38	2·76	1·58	3
0·13	0·12	0·61	0·61	...	...	0·05	0·05	...	..	0·07	0 10	3·94	4·10	18
0·06	0·08	0·39	0·38	...	...	0·03	0·01	...	...	0·46	0·33	2·64	2·92	7
0·08	0·10	0·74	0·19	...	...	0·02	0·01	...	...	0·02	...	4·18	3·53	19
0·08	0·09	0·46	0·49	...	...	0·05	0·05	...	...	0·19	0·22	2·85	2·54	20
0·08	0·08	0·70	0·57	...	...	...	0·01	...	...	...	0·01	3·58	3·43	21
0·07	0·06	0·65	0 28	...	...	0·07	0·05	...	...	0·36	0·43	3·50	2·33	6
0·79	0·88	9·33	19·89	...	...	—*0·15*	0·12	...	...	—*3·45*	—2 ·57	34·40	46·53	10
0·05	0·05	0·39	0·37	...	...	0·07	0·06	...	...	0·11	0·06	2·02	1·96	25
with	the	South	Indian	railway	...	3′ 3″	gauge	...	...	...	...	...	...	10
0·07	0·08	0·49	0·56	...	...	0·06	0 05	...	...	0·25	0·24	2·93	3·15	10
0·15	0·14	0·76	0·91	...	...	0·14	0·09	...	...	...	...	3·12	3·29	26
0·05	0·07	0·71	0·53	...	...	...	0·01	...	...	0·38	0·72	2·62	2·83	1
with	the	North	Western		railway	5′	6″	gauge.						8
0·20	0·25	2·61	3·23	...	...	0·19	0·12	...	...	0·48	0 62	10·60	12·10	8
0·14	0·17	2·70	1·30	...	...	0·21	0·13	...	...	0·75	1·17	7·31	7·33	8
0·16	0·17	2·12	1·78	...	...	0·02	0·02	...	...	—*0·54*	—*0·24*	5·37	5·48	10
0·11	0·04	0·37	0·64	...	...	0·01	0·01	...	...	0·17	0·15	2·03	2·35	1
0·11	0·07	0·36	0·91	...	...	...	...	...	...	0·73	0·55	3·25	3·45	1
0·14	0·14	5·94	1·82	...	...	0·02	0·02	...	...	—*0·93*	—*0·35*	9·22	6·05	10
0·22	0·13	3·11	1·44	...	...	0·09	0·04	...	...	1·42	1·29	9·13	6·28	8
0·56	0·70	4·62	7·34	...	...	...	...	...	...	...	0·05	12·43	15·55	20

* Excludes expenditure attributable to motors.
† Includes figures for Tangi-Narayanganj section, Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Railway system.	Serial number.	146 *a*.		147 *a*.		148 *a*.	
				TABLE C.—CARRIAGE AND					
				PER TOTAL					
Main head.	Sub-head.			General Superintendence (including office expenses). Annas.		Repairs and renewals of coaching vehicles. Annas.		Repairs and renewals of goods vehicles. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·90	0·21	1·17	0·89	1·96	0·98
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·26	0·25	1·57	1·97	1·69	1·07
3	(*a*)	Eastern Bengal		0·32	0·24	1·84	0·54	1·13	—*0·19*
4	(*a*) to (*e*)	East Indian		0·19	0·18	1·18	0·56	0·99	0·97
5	(*a*) to (*f*)	Great Indian Peninsula		0·29	0·30	1·42	0·60	2·57	0·60
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·33	0·32	2·45	1·13	1·54	1·20
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·22	0·14	1·26	—*0·08*	1·23	0·81
8	(*a*) to (*l*)	North Western		0·33	0·34	1·87	0·99	1·48	0·69
9	(*a*) to (*c*)	Oudh and Rohilkhand		0·33	0·35	2·52	0·74	1·09	0·61
10	(*a*)	South Indian		0·24	0·26	2·00	3·53	1·02	1·47
		3′ 3½″ GAUGE.							
11	.....	Assam-Bengal		0·36	0·34	0·94	0·35	2·16	2·94
12	(*a*) and (*b*)	Bengal and North-Western		0·16	0·16	0·51	0·57	0·68	0·61
14	(*a*) and (*b*)	Bhavnagar State		0·23	0·27	0·47	0·39	0·29	0·25
2	(*f*) to (*l*)	Bombay, Baroda and Central India		0·35	0·34	1·17	1·14	0·98	1·16
15	(*a*) to (*c*)	Burma		0·39	0·44	0·95	1·98	1·67	1·77
3	(*b*) to (*d*)	Eastern Bengal		0·30	0·42	1·05	0·94	0·81	0·76
18	(*a*) to (*c*)	Gondal-Porbandar State		0·14	0·13	0·68	0·86	0·42	0·43
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·19	0·26	0·45	0·82	0·31	0·67
19	.....	Jamnagar		0·30	0·31	0·90	0·36	0·24	0·07
20	(*a*) to (*e*)	Jodhpur-Bikaner		0·15	0·16	0·72	0·58	0·88	0·68
21	.....	Junagad State		0·22	0·21	0·28	0·47	0·42	0·25
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·21	0·21	1·64	0·80	1·13	0·87
10	(*c*)	Nilgiri		0·49	0·45	1·32	1·09	1·32	1·09
25	(*a*) and (*b*)	Rohilkund and Kumaon		0·33	0·35	0·60	0·79	0·86	0·80
10	(*f*)	Shoranur-Cochin		...	...	...	Included with the South		
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·19	0·19	0·98	1·38	0·70	0·59
26	.....	Udaipur-Chitorgarh		0·22	0·25	1·72	1·92	0·10	0·16
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·24	0·22	0·86	0·68	0·92	1·02
8	(*m*)	Jacobabad Kashmor		...	...	...	...	Included	
8	(*n*)	Kalka-Simla		0·22	0·25	5·22	—*7·53*	1·78	—*13·57*
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		0·06	0·06	1·15	0·47	0·76	—*0·01*
10	(*f*)	Morappur-Hosur		0·05	0·03	0·52	0·14	0·32	0·04
1	(*g*)	Purulia-Ranchi		0·23	0·27	0·39	0·53	—*0·03*	0·21
1	(*h*)	Raipur-Dhamtari		0·32	0·32	0·74	0·53	0·41	0·24
10	(*k*)	Tirupattur-Krishnagiri		0·05	0·05	0·03	0·06	0·19	0·07
8	(*q*)	Trans-Indus (Kalabagh Bannu)		0·09	0·12	0·72	0·28	0·33	0·29
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		...	...	—*0·14*	0·06	—*0·20*	0·41

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

148 A*a.j	149 *a.*	149 A *a.*	150 *a.*	151 *a.*	146 *b.*	147 *b.*	
WAGON EXPENSES.							Numbers.
TRAIN MILE.					PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.		

Repairs and renewals of machinery, tools and plant. Annas.		Cleaning and oiling. Annas.		Electricity and repairs and renewals of electric plant. Annas.		Other charges (net). Annas.		Total Carriage and Wagon expenses. Annas.		General Superintendence (including office expenses). Rs.		Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. Rs.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·06	0·05	0·53	0·51	...	...	0·02	0·05	3·94	2·69	0·46	0·45	11·25	9·17	1
0·10	0·09	0·42	0·41	...	...	0·06	0·07	4·10	3·86	0·67	0·63	10·29	13·79	2
0·05	0 02	0·39	0·29	...	...	0·01	0·01	3·74	0·91	0·90	0·64	5·05	3·87	3
0·07	0·05	0·24	0·23	...	...	...	...	2·67	1·99	0·42	0·35	10·76	5·29	4
0·08	0·08	0·43	0·40	...	...	0·03	0·03	4·82	2·01	1·08	1·01	13·38	5·55	5
0·10	0·07	0·38	0·37	...	...	0·01	*—0·05*	4·81	3·04	1·10	1·04	19·43	8·50	6
0·02	0·03	0 29	0·27	...	...	...	...	3·02	1·17	0·56	0·37	14·79	*—0·92*	7
0·10	0·11	0·42	0·43	...	...	0·05	0·04	4·25	2·60	0·88	1·02	13·09	6·80	8
0·15	0·06	0·41	0·41	...	...	0·07	0·04	4·57	2·21	0·91	0·90	16·78	5·12	9
0·08	0·04	0·42	0·45	...	...	*—0·32*	*—0 52*	3·44	5·23	1·00	0·95	16·70	28·16	10
	...	0·36	0·35	...	...	0·03	0·04	*3·87	*4 02	1·08	0·92	5·49	1·89	11
0·02	0.04	0 27	0·26	...	...	0·01	0·02	1·68	1·66	0·32	0·24	2·21	2·60	12
0·05	0·07	0·24	0·27	...	...	...	...	1·28	1·25	0·59	0·34	2·23	2 15	14
0·05	0·03	0·31	0·31	...	...	0 03	0·05	2·94	3·08	0·84	0·79	6·66	6·98	2
0·19														
	0·10	0·38	0·37	...	...	0·09	0·11	3·67	4·77	0·98	1·04	2·34	4·65	15
0·19	0·05	0·36	0·27	...	...	0·02	0·02	2·58	2·46	0·85	1·29	6·99	6·29	8
0·04	0·04	0·25	0·23	...	...	...	...	1·52	1·74	0·51	0·53	4·18	5·45	18
0·03														
	0·03	0·13	0·18	...	...	...	0·01	1·99	1·97	0·65	0·94	4·10	5·99	7
0·02	...	0·31	0·34	...	...	...	...	1·76	1·98	1·36	1·56	7·42	2·86	19
0·01	0·11	0·23	0·25	...	...	0·01	0·01	2·08	1·79	0·48	0·50	4·69	3·75	20
0·09														
	...	0·42	0·27	...	...	...	...	1·34	1·20	0·62	0·61	0·80	3·03	21
...	0·03	0·19	0·21	...	...	...	...	3·20	2·12	0·60	0·60	13·06	6·20	6
0·03	0·05	1·44	1·66	...	...	*—0·42*	*—0·20*	4·22	4·14	4·77	4·74	19·15	17·71	10
0·07														
	0 06	0·31	0·32	...	...	*—0·01*	...	2·14	2·32	0·97	0·91	3·58	4·51	25
0·05	railway	3′ 3½″ g	auge.	...	...	...	...	...	...	...	...	...	...	10
Indian	0·05	0·33	0 33	...	...	0·12	0·18	2 39	2·77	0·59	0·60	5·77	8·09	10
0·07	0·07	0·29	0·44	...	...	...	...	2·35	2·84	0·72	0·91	8·31	6·89	26
0·02														
0·03	0·01	0·42	0 37	...	...	0·01	0 01	2·48	2·31	0·59	0·51	4·51	2 96	1
with the	North	Western	railwa	y 5′ 6″ g	auge	...	...	...	...	...	...	...	...	8
—0·02	0·01	0·49	0·50	...	...	*—0·05*	*—0·54*	7·84	*—20·58*	1·58	1·85	80·52	*—97·30*	8
...	...	0·31	0·68	...	...	0·04	*—0·10*	2·82	1·10	0·30	0·38	10·08	5·53	8
0·02	0·01	0·39	0·34	...	...	*—0·12*	*—0·02*	1·18	0·54	0·17	0·12	2·47	0·68	10
...	...	0·34	0·42	...	...	0·03	0·02	0·96	1·45	0·62	0·70	1·65	2·11	1
0·02	...	0·49	0·31	...	...	0·01	0·02	1·99	1·42	1·14	1·12	6·71	4·82	1
0·01	0·01	0·32	0·38	...	...	*—0·06*	*—0·03*	0·59	0·54	0·20	0·19	0·47	0 36	10
...	...	0·74	0·60	...	...	0·19	0·01	2·07	1·30	0·36	0·44	4·16	1·93	8
...	...	0·19	0·15	...	...	0·01	...	*—0·14*	0·62	...	...	*—0·99*	0·46	20

* Includes figures for Tangi-Narayanganj section, Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway system.	Serial Number.	148 *b*.	148-A. *b*.	149 *b*.	
				TABLE C—CARRIAGE AND			
				Per 1,000			
Main head.	Sub-head.			Repairs and renewals of goods vehicles calculated on goods vehicle mileage. Rs.		Repairs and renewals of machinery, tools and plant. Rs.	
				1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.					
1	(*a*)	Bengal-Nagpur		6·02	2·62	0·15	0·11
2	(*a*) to (*e*)	Bombay, Baroda and Central India		7·39	4·24	0·27	0·24
3	(*a*)	Eastern Bengal		3·10	—*0·84*	0·16	0·05
4	(*a*) to (*c*)	East Indian		2·89	2·43	0·16	0·10
5	(*a*) to (*f*)	Great Indian Peninsula		16·06	3·25	0·30	0·26
6	(*a*) and (*b*)	Madras and Southern Mahratta		8·88	6·94	0·33	0·23
7	(*a*) and (*b*)	Nizam's Guaranteed State		4·05	2·82	0·06	0·08
8	(*a*) to (*d*)	North Western		6·42	3·72	0·26	0·32
9	(*a*) to (*c*)	Oudh and Rohilkhand		5·05	2·57	0·41	0·16
10	(*a*)	South Indian		3·32	10·12	0·34	0·16
		3′ 3½″ Gauge.					
11		Assam-Bengal		12·73	15·82	0·03	0·01
12	(*a*) and (*b*)	Bengal and North-Western		2·61	2·26	0·09	0·09
14	(*a*) and (*b*)	Bhavnagar State.		1·47	2·29	0·12	0·22
2	(*f*) to (*l*)	Bombay, Baroda and Central India		4·04	4·27	0·24	0·17
15	(*a*) to (*c*)	Burma		4·11	4·14	0·46	0·24
3	(*b*) to (*d*)	Eastern Bengal		4·04	4·37	0·10	0·15
18	(*a*) to (*c*)	Gondal-Porbandar State		4·10	5·09	0·11	0·16
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		1·97	4·94	0·09	0·10
19		Jamnagar		2·54	0·90	0·04	...
20	(*a*) to (*e*)	Jodhpur-Bikaner		5·51	4·20	0·29	0·36
21		Junagad State		1·19	1·34	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta		5·14	3·94	0·08	0·09
10	(*c*)	Nilgiri		37·99	31·51	0·70	0·54
25	(*a*) and (*b*)	Rohilkund and Kumaon		4·97	3·92	0·15	0·14
10	(*f*)	Shoranur-Cochin		...	...	In-	cluded
10	(*b*), (*d*), (*e*) and (*g*) to (*i*).	South Indian		4·67	3·97	0·20	0·17
26		Udaipur-Chitorgarh		0·99	0·57	0·07	0·24
		2′ 6″ Gauge.					
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		4·21	5·33	0·07	0·03
8	(*m*)	Jacobabad-Kashmor		...	...	...	...
8	(*n*)	Kalka-Simla		28·64	245·17	—*0·13*	0·04
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		8·54	—*·012*	0·01	0·01
10	(*j*)	Morappur-Hosur		3·32	0 53	0·05	0·04
1	(*g*)	Purulia-Ranchi		—*0·26*	1·51	0·01	...
1	(*h*)	Raipur-Dhamtari		2·38	1·32	0·06	...
10	(*k*)	Tirupattur-Krishnagiri		1·91	0·74	0·02	0·04
8	(*g*)	Trans-Indus (Kalabagh Bannu).		3·51	2·17	...	...
		2′ 0″ Gauge.					
20	(*f*)	Pipar-Bilara Light		—*4·41*	11·32	...	...

149 *b*.	
Cleaning and oiling. Rs.	
1st half.	2nd half.
1·24	1·08
1·11	1·08
1·07	0·80
0·53	0·45
1·63	1·36
1·28	1·22
0·73	0·71
1·14	1·29
1·11	1·07
1·73	1·68
1·07	0·94
0·57	0·54
0·61	0·94
0·73	0·71
0·93	0·86
1·00	0·81
0·93	0·92
0·49	0·67
1·42	1·73
0·74	0·80
1·18	0·78
0·54	0·58
13·93	17·30
0·88	0·83
with the	South
0·97	1·18
0·97	1·35
1·03	0·88
In	cluded
4·91	6·01
4·01	4·59
1·24	1·27
0·90	1·08
1·73	1·06
1·24	1·45
2·77	2·18
1·02	0·93

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

149-A. *b.*	150 *b.*		151 *b.*		152 *a.*		153 *a.*		154 *a.*		155 *a.*		Number.
WAGON EXPENSES—*concld.*					TABLE D.—TRAFFIC EXPENSES.								
VEHICLE-MILES RUN BY HOME VEHICLES—*concld.*					PER TOTAL TRAIN-MILE.								
Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Carriage and Wagon expenses.		General Superintendence (including office expenses).		Station staff.		Train staff.		Fuel, lighting, water and general stores.		Main head.
Rs.		Rs.		Rs.		Annas.		Annas.		Annas.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0·04	0·10	9·18	5·73	0·87	0·89	2·47	2·51	0·96	0 94	0·70	0·55	1
...	...	0·15	0 16	10·76	9·74	0·70	0·69	3·65	3·85	0·79	0·74	0·97	0·90	2
...	...	0·04	0·04	10·32	2·43	1·50	1·52	6·41	6·39	1·41	1·24	1·50	0·97	3
...	...	...	0·01	5·91	3·13	0·87	0·84	2·84	2·68	1·22	1·19	0·84	0·87	4
...	...	0·10	0 10	18·11	6·83	0·63	0·65	2·71	2·63	1·41	1·36	1·10	1·05	5
...	...	0 04	—*0·16*	16 87	9·94	0·73	0·72	2·62	2·59	0·90	0·91	0·61	0·56	6
...	...	0·01	0·01	7·75	3·09	0·76	-0·82	1·78	1·86	1·04	1·07	0·49	0·48	7
...	...	0·13	0 12	11·38	7·83	0·87	0·87	3·61	3·63	1·18	1·10	0·99	0·94	8
...	...	0·18	0·11	12·49	5·77	1·05	0 99	2·96	3·10	1·11	1·09	0·71	0·62	9
...	...	—*1·32*	—*1·92*	14·21	10 36	0·83	0 89	2·02	2·03	0·72	0 77	0 36	*0·40*	10
...	...	0·05	0·11	**11·28*	**10·89*	1·10	1·09	3·04	3·37	0·63	0·65	0·57	0·63	11
...	...	0·03	0·03	3·45	3·26	0·53	0·55	1·63	1 69	0·46	0·43	0·41	0·47	12
...	...	...	...	3·23	4 30	0·57	0 62	2·08	2 26	0·39	0·41	1 08	0 83	14
...	...	0·06	0·12	7·02	7·08	0·66	0 65	2·41	2·46	0·75	0·69	0·69	0·62	2
...	...	0·22	0·25	9·04	11·18	0·88	0·98	2·44	2 74	0·80	0·89	0·63	0·58	15
...	...	0·06	0·08	7·32	7 58	1·09	1·17	3·23	3·42	0·85	0·83	*0·77*	1·04	3
...	...	0·01	...	5·72	6·95	0·58	0 51	1·97	1·62	0·41	0·38	0·61	0·65	18
...	...	0·01	0·04	4·08	7 22	0·31	1·06	1·59	2 02	0·31	0·94	0·54	0 57	7
...	...	...	...	8·08	5·43	1·21	1·26	1·61	1·57	0·50	0·51	0·46	0·48	19
...	...	0·03	0 03	6·65	5·67	0·66	0·69	1·39	1·49	0·33	0·34	0·74	0·71	20
...	...	...	...	3·79	3·51	1·12	0·81	2·72	1 82	0·52	0·43	0·31	0·28	21
...	...	0·01	0·01	9·25	6 05	0·59	0·59	1·73	1·74	0·64	0 64	0·34	0 42	6
...	...	—*4·09*	—*2·11*	40·77	43·17	1·40	1·29	4·29	4 23	1·74	1·70	0·32	0·37	10
...	...	—*0·03*	0·02	6·26	6 10	0·86	0·91	2·02	2·19	0·52	0·55	0·52	*0·56*	25
Indian	railway	3′ 3½″	gauge.	...	...	...	...	...	...	...	...	...	...	10
...	...	0·40	0·57	7·49	8 69	0·64	0·65	1·66	1·74	0·60	0 62	0·59	0·67	10
...	...	...	...	7·74	10 16	1·03	1·23	1·40	1·55	0·30	0·35	0·72	0·99	26
...	...	0·02	0·02	6·06	5·47	0·85	0·76	1·97	2·13	0·69	0·69	0·50	0·70	1
with the	North	Western	railway	5′ 6″	gauge	...	...	...	...	...	...	...	...	8
...	...	—*0·26*	—*4 40*	55·95	—*155·09*	1·44	1·78	3·65	4·73	1·04	1·24	1·09	0·96	8
...	...	0·19	—*0·69*	13·92	7·41	0·30	0·25	2·27	2·12	0·64	0·50	0·28	0·15	8
...	...	—*0·38*	—*0·03*	3·82	1 99	0·36	0·24	1·09	0·76	0·35	0·29	0 07	0·05	10
...	...	0·08	0·04	2·47	3 73	0·35	0·33	1·49	1·76	0·25	0·26	0·09	*0·11*	1
...	...	0·03	0 07	7·04	4·90	0·60	0·32	1·98	1·77	0·95	0·86	...	...	1
...	...	—*0·02*	—*0·12*	2·26	2 04	0·39	0·37	0·96	0 98	0·42	0·45	0·08	0·07	10
...	...	0·71	0·96	7·78	4 72	0·07	0·71	4·36	3·35	0·54	0·57	0·37	0·43	8
...	...	0·02	...	— *0·75*	3·91	...	...	1·60	1·47	0·12	0 23	0·02	*0·03*	20

* Includes figures for Tangi-Narsyanganj section, Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	156 *a*.		157 *a*.		158 *a*.	
				TABLE D—					
				PER TOTAL TRAIN-MILE					
Main head.	Sub-head.			Clothing. Annas.		Printing, stationery and tickets. Annas.		Charges for delivery and collection of goods, etc. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*) . . .	Bengal-Nagpur		0·08	0·10	0·21	0 17	...	0·01
2	(*a*) to (*e*) . .	Bombay, Baroda and Central India. . .		0·14	0·10	0·42	0·31	...	...
3	(*a*) . . .	Eastern Bengal		0·19	0·12	0·37	0 28	0·02	0·02
4	(*a*) to (*c*) . .	East Indian		0·09	0·08	0·23	0 18	0·06	0 06
5	(*a*) to (*f*) . .	Great Indian Peninsula		0·11	0·06	0·25	0·26	0·01	...
6	(*a*) and (*b*) . .	Madras and Southern Mahratta . . .		0·05	0·07	0·20	0·21	0·03	0·03
7	(*a*) and (*b*) . .	Nizam's Guaranteed State		0·11	0·09	0·25	0·19	0·02	0·02
8	(*a*) to (*i*) . .	North Western		0·14	0·21	0·31	0 10	...	...
9	(*a*) to (*c*) . .	Oudh and Rohilkhand		0·05	0·15	0·20	0·16	0·02	0·01
10	(*a*) . . .	South Indian		0·11	0·04	0·04	0·08	...	...
		3′ 3½″ GAUGE.							
11	.....	Assam-Bengal		0·01	0·09	0·33	0 28	...	...
12	(*a*) and (*b*) . .	Bengal and North-Western		0·04	0 05	0·25	0·25	...	...
14	(*a*) and (*b*) . .	Bhavnagar State		0·01	0·15	0·55	0 64	...	...
2	(*f*) to (*l*) . .	Bombay, Baroda and Central India . . .		0·07	0 09	0·36	0 27	...	...
15	(*a*) to (*c*) . .	Burma		0·12	0·16	0·25	0·27	0·01	...
3	(*b*) to (*d*) . .	Eastern Bengal		0·09	0·10	0·26	0·22	...	...
18	(*a*) to (*c*) . .	Gondal-Porbandar State		0·04	0·08	0·79	0·53	...	...
7	(*c*) and (*d*) . .	Hingoli Branch and Hyderabad-Godavari Valley		0·09	0·10	0·24	0·22	...	...
19	.....	Jamnagar		0·05	0 03	0·46	0·64	...	...
20	(*a*) to (*e*) . .	Jodhpur-Bikaner		0·05	0·05	0·29	0·26	...	...
21	.....	Junagad State		0·16	0·15	1·09	0·68	...	...
6	(*c*) to (*l*) . .	Madras and Southern Mahratta . . .		0·06	0·07	0·21	0·20	...	...
10	(*c*) . . .	Nilgiri		...	0·11	0·05	0·10	...	...
25	(*a*) and (*b*) . .	Rohilkund and Kumaon		0·07	0·09	0·25	0·37	...	...
10	(*f*) . . .	Shoranur-Cochin		...	...	...	Included with		the
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·07	0·02	0·30	0 21	...	...
26	.....	Udaipur-Chitorgarh		0·08	0·01	0·28	0·36	...	...
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*) .	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·04	0·07	0·02	0·03	...	...
8	(*m*) . . .	Jacobabad-Kashmor		...	...	...	Included with		the
8	(*n*) . . .	Kalka-Simla		0·43	0·08	0·11	0·15	0 32	0·28
8	(*o*) and (*p*) . .	Kohat-Thal and Nowshera-Durgai . . .		0·05	0·07	0·06	0·02	...	...
10	(*j*) . . .	Morappur-Hosur		...	...	0·01	0·02	...	...
1	(*g*) . . .	Purulia-Ranchi		...	...	0·01	0·01	...	...
1	(*h*) . . .	Raipur-Dhamtari		...	...	0·04	0·04	...	...
10	(*k*) . . .	Tirupattur-Krishnagiri		...	...	0·02	0·03	...	...
8	(*q*) . . .	Trans-Indus (Kalabagh-Bannu) . . .		0·19	0 34	0·14	0·05	...	...
		2′ 0″ GAUGE.							
20	(*f*) . . .	Pipar-Bilara Light		...	...	...	0·03	...	...

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

159 *a.*		160 *a.*		161 *a.*		162 *a.*		152 *b.*		153 *b.*		154 *b.*		Number.
TRAFFIC EXPENSES—*contd.*														
—*concld.*								PER CENT OF TRAFFIC EARNINGS. (*Abstracts H. and I. of Revenue Accounts*).						
Miscellaneous expenses.		Payments to other lines.		Other charges (net).		Total traffic expenses.		General superintendence (including office expenses).		Station staff.		Train staff.		Main head.
Annas.		Annas.		Annas.		Annas.		Per cent.		Per cent.		Per cent.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·01	0·01	0·44	0·32	0·01	0·01	5·75	5 51	1·46	1·35	4·14	3·79	1·61	1·43	1
0·01	0 01	0·01	0·02	...	0·01	6·69	6 13	0·87	0·84	4·56	4·06	0·99	0·89	2
0·01	0 01	0·01	...	0·03	0·01	11·45	10·56	2·66	2·38	11·38	10·03	2·48	1·96	3
0·02	0·02	0·07	0·05	0·02	0·01	6·26	5·98	1·33	1·25	4·30	4·01	1·85	1·78	4
0·01	...	0·02	0·10	0·07	0·01	6·26	6·12	1·10	0·97	4·72	3·96	2·46	2·04	5
0·02	0·01	0·01	...	0·02	...	5·19	5·10	1·00	0 29	3·62	3·53	1·25	1·24	6
0·01	0·01	0·27	0 32	0·01	0·01	4·74	4·82	1·18	1·14	2·77	2 60	1·62	1·50	7
0·01	...	0·10	0·01	0·06	0 04	7·27	6 90	1·26	1·40	5·25	5 83	1·71	1·76	8
...	0·01	0·40	0·39	0·01	...	6·51	6·52	2·01	1·74	5·67	5·42	2·12	1 90	9
0·01	0·01	0·15	0·14	—*0·39*	—*0 40*	3·85	3·96	1·53	1·66	3·74	3·76	1·33	1·41	10
—*0·01*	...	...	0·03	0·01	0 01	*5·68	*6·15	2·35	2·08	6·45	6·28	1·35	1·22	11
0·03	0·01	0·06	0·03	0·05	0·05	3·46	3·56	1·11	1·09	3·40	3·33	0·96	0·86	12
0·01	0·05	0·13	0·33	0·01	0·01	4·83	5 30	1·25	1·19	4·59	4·36	0·85	0·79	14
0·01	0·02	0·21	0·22	...	...	5·16	5·02	1·21	1·12	4·45	4·28	1·38	1·20	2
0·01	0·01	...	...	0·04	0·05	5·18	5·68	1·50	1·46	4·15	4·07	1·36	1·31	15
0·02	0 01	0·07	0·20	0·03	0·04	6·41	7 03	2·59	2·30	7·68	6·78	2·00	1·66	3
0·04	0·05	0·77	0·39	0·01	0 01	5·22	4·22	1·16	1·14	3·97	3·64	0·83	0·86	18
0·01	0·01	0·13	0·23	0·01	0·01	4·23	5·16	1·77	2 07	3 49	3·97	1·76	1·84	7
0·01	0·01	0·31	0·64	...	...	5·11	5·14	1·94	2·13	2·59	2 65	0·80	0·85	19
...	...	0 26	0·26	0·02	0 02	3·74	3 82	1·39	1·49	2·93	3·22	0·70	0·73	20
0·02	0·02	0·66	...	0·01	0·01	6·61	4·20	1·75	1·65	4·24	3·71	0·81	0·86	21
0·01	0 02	0·09	0·09	0·02	...	3·69	3·77	1·30	1·39	3·88	4·14	1·43	1·52	6
0·04	0 02	...	...	—*0·71*	—*0·34*	7·13	7·48	1·51	1·66	4·64	5·44	1·88	2·19	10
0·02	0·02	0·24	0·23	...	...	4·50	4·97	1·95	1·91	4·58	4·60	1·17	1·15	25
South	Indian	railway	3′ 3½″	gauge.	...	...	...	...	...	...	...	...	...	10
0·02	0·01	0·05	0·03	0·13	0·13	4·04	4·08	1·24	1 49	3·22	3·98	1·16	1·42	10
0·02	0·03	0·26	0·31	...	...	4·09	4·83	2·52	2 64	3·43	3·83	0·74	0 77	26
0·02	0·02	0·08	0·10	0·01	0·01	4·18	4·51	2·21	2·16	5·15	6·06	1·80	1·95	1
North	Western	railway	5′ 6″	gauge.	...	...	...	...	...	...	...	...	...	6
0·02	0·02	0·09	0·06	0·01	0·02	3·20	9·92	1·91	2·70	4·87	7 18	1·39	1·29	8
...	...	...	...	0·01	0·01	3·61	3·12	1·22	0·95	9·30	8·25	2 63	1·97	8
...	...	...	...	—*0·17*	—*0·06*	1·71	1·20	1·39	1·53	4·31	4·82	1·38	1·83	16
0·01	0·02	...	...	...	...	2·20	2 49	0·84	0·70	3·56	3·72	0·60	0·55	1
0·02	0 02	...	...	...	...	3·59	3·01	1·24	0·70	4·07	3·83	1·94	1 87	1
...	...	...	...	—*0·17*	—*0·10*	1·70	1·80	1·38	1·52	3·42	4·07	1·49	1·88	10
...	...	...	...	0·03	...	5·70	5·45	0·19	1·63	12·18	7·68	1·56	1·29	8
...	...	0·30	0·30	...	...	2·04	2·09	...	...	7·29	7·50	0·57	1·15	20

* Includes figures for Tangi-Narayanganj section Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Serial number.	155 *b*.		156 *b*.		157 *b*.	
				TABLE D—					
				PER CENT OF TRAFFIC					
Main head.	Sub-head.			Fuel, lighting, water and general stores. Per cent.		Clothing. Per cent.		Printing, stationery and tickets. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5' 6" GAUGE.							
1	(*a*)	Bengal-Nagpur		1·17	0·83	0·13	0·15	0 35	0 26
2	(*a*) to (*e*)	Bombay, Baroda and Central India		1·31	1·09	0·17	0 12	0·52	0·39
3	(*a*)	Eastern Bengal		2·66	1·52	0·34	0 19	0 64	0·44
4	(*a*) to (*c*)	East Indian		1·27	1·30	0·13	0·12	0·35	0 28
5	(*a*) to (*f*)	Great Indian Peninsula		1·92	1·58	0·20	0·09	0·44	0·39
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·85	0 77	0·07	0·09	0·28	0·28
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·76	0 60	0·17	0·12	0 38	0·26
8	(*a*) to (*l*)	North Western		1·45	1·51	0·20	0·33	0 45	0·16
9	(*a*) to (*c*)	Oudh and Rohilkhand		1·35	1·08	0·09	0 25	0·39	0 27
10	(*a*)	South Indian		0·66	0·75	0·20	0·07	0·06	0·16
		3' 3¾" GAUGE.							
11	.....	Assam-Bengal		1·20	1·18	0·01	0·17	0 70	0·52
12	(*a*) and (*b*)	Bengal and North-Western		0·85	0·92	0·09	0 10	0·52	0 47
14	(*a*) and (*b*)	Bhavnagar State		2·37	1·60	0·01	0·29	1·22	1·24
2	(*f*) to (*l*)	Bombay, Baroda and Central India		1·28	1·09	0·12	0·15	0·66	0·47
15	(*a*) to (*c*)	Burma		1·07	0·85	0·20	0·24	0·42	0·40
3	(*b*) to (*d*)	Eastern Bengal		1·83	2·07	0·19	0 19	0·64	0·43
18	(*a*) to (*c*)	Gondal-Porbandar State		1·23	1·45	0·09	0·18	1·58	1·20
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		1·19	1·12	0·20	0 20	0·52	0·44
19	.....	Jamnagar		0·75	0·82	0·08	0·05	0·78	1·09
20	(*a*) to (*e*)	Jodhpur-Bikaner		1·56	1·54	0·10	0·10	0·61	0·56
21	.....	Junagad State		0·48	0·56	0·24	0·32	1·70	1 37
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·76	0·99	0·14	0 16	0 46	0 48
10	(*c*)	Nilgiri		0·55	0 48	...	0·14	0·05	0 18
25	(*a*) and (*b*)	Rohilkund and Kumaon		1·17	1 19	0·15	0·19	0·57	0 78
10	(*f*)	Shoranur-Cochin		...	...	Included		with	the
10	(*b*), (*d*), (*e*) and (*g* to (*i*)	South Indian		1·15	1 52	0·13	0 05	0·58	0·48
26	.....	Udaipur-Chitorgarh		1·76	2·13	0·21	0·03	1·67	0·75
		2' 6" GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·29	1·98	0·09	0·19	0·07	0·07
3	(*m*)	Jacobabad-Kashmor		...	...	Included		with	the
3	(*n*)	Kalka-Simla		1 46	1·47	0·57	0·12	0·15	0 23
3	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		1·15	0·61	0·18	0·26	0·24	0·08
10	(*f*)	Morappur-Hosur		0·28	0·23	...	...	0·06	0·12
1	(*g*)	Purulia-Ranchi		0·20	0 24	...	...	0·03	0·03
1	(*h*)	Raipur-Dhamtari		...	...	...	...	0·03	0·03
10	(*k*)	Tirupattur-Krishnagiri		0·28	0 23	...	...	0·06	0·12
8	(*q*)	Trans-Indus (Kalabagh-Bannu)		1·07	0·99	0·55	0·78	0·33	0·10
		2' 0" GAUGE.							
20	(*f*)	Pipar-Bilara Light		0·09	0·15	—0·01	...	...	0·30

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

158 *b.*	159 *b.*	160 *b.*	161 *b.*	162 *b.*		163 *a.*		
TRAFFIC EXPENSES—*concld.*						TABLE E.—GENERAL CHARGES.		NUMBER.
EARNINGS (*Abstracts H. and J. of Revenue Accounts.*)—*concld.*						PER TOTAL TRAIN-MILE.		
Charges for delivery and collection of goods, etc.		Miscellaneous expenses.		Payments to other lines.		Other charges (net).		Total Traffic expenses.		General superintendence per cent on traffic earnings (including steam-boat).		Home expenditure.		Main head.
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·01	0·01	0·02	0·01	0·74	0·48	0·01	0·01	9·64	8·32	1·46	1·35	0·59	0·56	1
...	...	0·01	0·02	0·02	0·01	...	0·02	8·35	7·44	0·87	0·84	0·40	0·40	2
0·04	0·03	0·02	0·02	0·02	...	0·06	0·02	20·30	16·59	2·66	2·38	0·08	0·17	3
0·10	0·08	0·03	0·03	0·10	0·08	0·03	0·02	9·49	8·95	1·32	1·25	0·30	0·30	4
0·01	0·01	0·01	0·02	0·04	0·14	0·01	0·01	10·91	9·21	1·10	0·97	0·28	0·28	5
0·04	0·04	0·03	0·02	0·01	0·01	0·02	...	7·17	6·97	1·00	0·99	0·50	0·52	6
0·03	0·03	0·01	0·02	0·42	0·45	0·02	0·01	7·36	6·73	1·18	1·14	0·45	0·54	7
...	0·01	0·01	0·01	0·14	0·02	0·08	0·06	10·55	11·09	1·26	1·40	*—0·02*	0·18	8
0·03	0·02	...	0·02	0·76	0·68	0·01	...	12·43	11·38	2·01	1·74	*—0·02*	0·10	9
...	...	0·02	0·02	0·29	0·26	*—0·71*	*—0·75*	7·12	7·34	1·53	1·66	0·63	0·70	10
...	...	*—0·02*	...	...	...	0·06	0·01	*12·06	*11·47	2·35	2·03	1·18	1·08	11
...	...	0·07	0·07	0·12	0·07	0·09	0·10	7·21	7·01	0·98	1·03	0·41	0·47	12
...	...	0·02	0·09	0·30	0·63	0·02	0·01	10·63	10·20	1·25	1·19	0·06	0·05	14
...	...	0·03	0·04	0·39	0·58	0·01	0·01	9·53	8·74	1·21	1·12	0·45	0·45	2
0·02	...	0·01	0·01	...	...	0·07	0·08	8·80	8·42	1·49	1·46	0·70	0·70	15
...	...	0·04	0·03	0·17	0·38	0·09	0·08	15·23	13·92	2·86	2·12	Included	with 5' 6"	gauge 3
...	...	0·07	0·11	1·55	0·89	0·02	0·03	10·50	9·50	1·16	1·14	0·03	...	18
...	...	0·03	0·03	0·29	0·46	0·02	0·01	9·27	10·14	1·77	2·07	0·57	0·77	7
...	...	0·01	0·02	1·31	1·09	...	...	8·21	8·70	1·94	2·13	...	...	19
...	...	...	...	0·54	0·55	0·05	0·05	7·88	8·24	1·39	1·49	...	...	20
...	...	0·03	0·05	1·03	...	0·02	0·02	10·30	8·54	1·75	1·65	0·03	...	21
...	...	...	0·04	0·24	0·23	0·04	0·01	8·25	8·96	1·30	1·39	0·47	0·49	6
...	...	0·04	0·02	...	...	*—0·77*	*—0·43*	7·70	9·63	1·51	1·66	0·99	0·92	10
...	...	0·06	0·04	0·55	0·59	...	...	10·20	10·45	1·95	1·91	0·74	0·68	25
South Indian railway 3' 3½" gauge.						...	...	...	...	...	...	...	...	10
...	...	0·03	0·02	0·06	0·08	0·26	0·31	7·83	9·35	1·24	1·49	0·56	0·54	10
...	...	0·05	0·07	0·64	0·68	...	...	10·02	10·40	2·52	2·64	...	...	26
...	..	0·04	0·06	0·22	0·29	0·02	0·03	10·89	12·79	2·21	2·16	1·35	2·01	1
North Western Railway 5' 6" gauge						...	...	...	...	...	...	...	...	8
0·42	0·43	0·02	0·03	0·12	1·00	0·02	0·03	10·93	15·08	1·91	2·70	...	0·04	8
...	...	0·02	0·01	...	...	0·03	0·02	14·77	13·15	1·23	0·95	...	0·03	8
...	...	0·02	0·02	...	...	*—0·68*	*—0·36*	6·76	8·24	1·39	1·53	0·27	0·18	10
...	...	0·03	0·03	...	...	...	...	5·26	5·27	0·84	0·70	1·65	1·56	7
...	...	0·04	0·05	...	...	...	...	7·37	6·53	1·24	0·70	2·70	2·36	1
...	...	0·02	0·02	...	...	*—0·61*	*—0·42*	6·04	7·47	1·38	1·52	0·29	0·29	10
...	..	...	...	...	...	0·10	0·01	16·43	12·48	0·19	1·30	*—0·01*	0·06	8
...	...	...	...	1·36	1·51	...	...	9·30	10·61	...	...	...	...	20

* Includes figures for Tangi-Narayanganj section, Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway system.	Serial number.	164 *a*.		165 *a*.		166 *a*.	
				TABLE E.—					
				PER TOTAL					
Main head.	Sub-head.			Agent's Office-salaries and expenses. Annas.		Audit, accounts and pay office. Annas.		Stores Department. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·25	0·24	0·64	0·64	0·19	0·19
2	(*a*) to (*c*)	Bombay, Baroda and Central India		0·23	0·21	0·83	0·79	0·34	0·33
3	(*a*)	Eastern Bengal		0·27	0·26	0·78	0·77	0·33	0·37
4	(*a*) to (*c*)	East Indian		0·13	0·12	0·40	0·39	0·16	0·16
5	(*a*) to (*f*)	Great Indian Peninsula		0·15	0·13	0·60	0·60	0·21	0·21
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·21	0·21	0·70	0·75	0·29	0·29
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·27	0·29	1·04	1·10	0·19	0·18
8	(*a*) to (*l*)	North Western		0·15	0·14	0·56	0·58	0·22	0·32
9	(*a*) to (*c*)	Oudh and Rohilkhand		0·24	0·25	0·90	0·87	0·34	0·35
10	(*a*)	South Indian		0·16	0·18	0·54	0·73	0·18	0·23
		3′ 3½″ GAUGE.							
11	(*a*)	Assam-Bengal		0·65	0·63	0·96	0·95	0·29	0·30
12	(*a*) and (*b*)	Bengal and North-Western		0·17	0·19	0·51	0·54	0·09	0·14
14	(*a*) and (*b*)	Bhavnagar State		0·62	0·26	0·93	0·98	0·15	0·18
2	(*f*) to (*l*)	Bombay, Baroda and Central India		0·15	0·14	0·55	0·55	0·18	0·18
15	(*a*) to (*c*)	Burma		0·30	0·36	0·69	0·78	0·20	0·24
3	(*b*) to (*d*)	Eastern Bengal		Included with 5′ 6″ gauge.				...	...
18	(*a*) to (*c*)	Gondal-Porbandar State		0·29	0·29	0·95	0·89	0·14	0·12
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·33	0·40	1·25	1·55	0·22	0·26
19	...	Jamnagar		1·42	1·53	1·60	1·71	0·24	0·27
20	(*a*) to (*e*)	Jodhpur-Bikaner		0·21	0·22	0·69	0·65	0·17	0·18
21	...	Junagad State		0·95	0·79	1·31	0·96	0·65	0·43
6	(*c*) to (*l*)	Madras and Southern Mahratta		0·14	0·13	0·47	0·47	0·18	0·18
10	(*c*)	Nilgiri		0·24	0·27	0·87	0·93	0·26	0·26
25	(*a*) and (*b*)	Rohilkund and Kumaon		0·34	0·36	0·99	1·05	0·16	0·16
10	(*f*)	Shoranur-Cochin		...	...	...	Included with the		
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·14	0·14	0·65	0·60	0·21	0·22
26	...	Udaipur-Chitorgarh		0·89	1·11	0·76	0·85	0·08	0·09
		2′ 6″ GAUGE							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur, Chhindwara Extensions.		0·14	0·12	0·50	0·41	0·12	0·09
8	(*m*)	Jacobabad-Kashmor		...	...	...	...	Included	...
8	(*n*)	Kalka-Simla		0·64	0·81	0·04	0·10	0·2 8	0·27
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Dargai		0·03	0 02	0·10	0 10	0·0 4	0·05
10	(*j*)	Morrappur-Hosur		0·07	0·05	0·23	0·19	0·08	0·07
1	(*g*)	Purulia-Ranchi		0·15	0·15	0·29	0·46	0·12	0·12
1	(*h*)	Raipur-Dhamtari		0·18	0·15	0·64	0·54	0·15	0·11
10	(*k*)	Tirupattur-Krishnagiri		0·07	0·07	0·26	0·29	0·09	0·09
8	(*q*)	Trans-Indus (Kalabagh-Bannu)		0·04	0·05	0·17	0·21	0·06	0·11
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		...	...	0·25	0·19	...	...

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

167 *a.*		168 *a.*		168-A *a.*		169 *a.*		170 *a.*		171 *a.*		172 *a.*		NUMBER.
GENERAL CHARGES—*contd.*														
TRAIN-MILE—*contd.*														
Medical Department.		Rents and miscellaneous.		Electricity and repairs and renewals of electric plant.		Police.		Advertising.		Electric telegraph.		Other charges (net).		Main head.
Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·21	0·22	0·27	0·28	...	...	0·24	0·27	0·03	0·03	0·86	0·70	0·01	0 01	1
0·15	0·15	0·25	0·21	...	...	0·45	0·48	0·01	0·01	0·72	0·75	0·02	0 02	2
0·19	0·18	0·34	0·46	...	...	0·16	0·15	0·04	0·02	0·64	0·80	0 90	0·50	3
0·15	0·15	0·21	0·19	...	...	0·26	0·27	0·01	0·01	0·62	0·58	0·03	0·04	4
0·11	0·12	0·14	0·15	...	...	0·22	0·24	0·01	0·01	0·77	0·76	0 02	0 03	5
0·17	0·16	0·21	0·22	...	...	0·46	0·54	0·01	0·01	0·73	0·73	0·06	0·03	6
0·19	0·20	0·32	0·27	...	...	0·56	0·58	...	0·01	0·64	0·75	0·08	—*0·05*	7
0·15	0·15	0·33	0·25	...	...	0·18	0 21	0·03	0 03	0·73	0 78	0·64	0·43	8
0·14	0·14	0·28	0·29	...	...	0·15	*0·17*	0·01	0 01	0·72	0·89	0·01	0·61	9
0·28	0·24	—*0·02*	—*0·01*	...	...	0·37	0·49	...	...	0·61	0·65	—*0·25*	—*0·29*	10
0·41	0·41	0·30	0·23	...	...	0·47	0·34	0·01	0·01	0·79	0·82	...	0·02	11
0·10	0·10	0·10	0 09	...	...	0·21	0 20	...	...	0·54	0·56	0·02	0·02	12
0 14	0·19	0 30	0·43	...	...	0·51	0·50	0·02	0·06	0·64	0·76	0·01	0·04	14
0·19	0 20	0·16	0·12	...	...	0·35	0·36	0·01	0·01	0·74	0·65	...	...	2
0·32	0 40	0·23	0·30	...	...	0·59	0·52	0·01	0·02	0·75	0·85	...	0·01	15
...	...	...	Included	with	5′ 6″	gauge.	...	...	...	...	...	...	...	3
0·10	0·11	0·53	0·30	...	...	0·45	0·51	0·01	0·02	0·73	0 67	0·02	0·05	18
0·25	0·31	0·34	0·35	...	...	0·54	0·71	0·01	0·01	0·68	0·90	0·10	—*0·09*	3
0·02	0 02	0·49	0·46	...	...	0·72	0·77	...	0·01	0·42	0·44	0·07	0·07	19
0·07	0·06	0·23	0·18	...	...	0·15	0·17	...	...	0·73	0·79	0·03	0 02	20
0·14	0·11	0·70	0·54	...	...	0·09	1·15	...	0·02	0·98	0·72	0·03	0 03	21
0 14	0·13	0·12	0·13	...	...	0·38	0·39	0·01	0·01	0·73	0·76	0·01	0·01	6
0·59	0 57	0·06	0·06	...	...	0·59	0·70	...	...	0·90	0·88	—*0·40*	—*0·21*	10
0·14	0·15	0·29	0 23	...	...	0·27	0·30	0·01	0·01	0·61	0 71	...	0·03	24
South	Indian	Railway	3′ 3½″	gauge.	...	...	...	...	...	...	...	...	...	10
0·11	0 13	0·16	0·15	...	...	0·30	0·36	0·01	0 01	0·51	0·59	0·14	0·13	10
0·15	0·15	0·26	0·15	...	...	...	...	...	...	0·48	0·65	0·06	0·06	26
0·19	0·19	0·04	0·04	...	...	0·21	0·26	...	...	1·04	1·11	...	...	1
with the	North	Western	railway	5′ 6″	gauge.	...	...	...	...	...	...	...	...	8
0·23	0 22	0·23	0·33	...	...	0·29	0·44	0·04	0·03	0·50	0·62	0·11	0 12	8
0·21	0·19	0·05	0·09	...	...	0·63	0·60	0·04	0 01	0·81	0·68	0·11	0·07	8
0·21	0·15	...	...	...	...	0·24	0·21	...	...	0·31	0·22	—*0·13*	—*0 05*	10
0·16	0·16	0·02	0·02	...	...	0·04	0·05	...	...	0·68	0 71	...	...	1
0·08	0·06	0·02	0 02	...	...	0·05	0·05	...	...	0·36	0 65	...	...	1
0·06	0·06	...	...	...	...	0·27	0·31	...	...	0·29	0·29	—*0·12*	—*0 08*	10
0·25	0·28	0·19	0·25	...	...	1·07	0·87	0·01	0·01	1·15	1·13	0·19	0·15	8
...	...	0·04	0·02	...		...	...	...	...	...	...	...	...	20

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	173 *a*.		163 *b*.		164 *b*.	
				TABLE H.—					
				PER TOTAL TRAIN-MILE—*concld.*		PER CENT ON			
Main head.	Sub-head.			Total General charges.		Home expenditure.		Agent's office—salaries and expenses.	
				Annas.		Per cent.		Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(*a*)	Bengal-Nagpur		3·29	3·14	0·95	0·82	0·40	0·35
2	(*a*) to (*e*)	Bombay, Baroda and Central India		3·40	3·35	0·49	0·46	0·27	0·24
3	(*a*)	Eastern Bengal		3·73	3·68	0·14	0·28	0·51	0·43
4	(*a*) to (*c*)	East Indian		2·27	2·21	0·45	0·44	0·20	0·18
5	(*a*) to (*f*)	Great Indian Peninsula		2·51	2·53	0·48	0·42	0·26	0·20
6	(*a*) and (*b*)	Madras and Southern Mahratta		3·34	3·46	0·67	0·70	0·29	0·28
7	(*a*) and (*b*)	Nizam's Guaranteed State		3·68	3·37	0·65	0·72	0·39	0·38
8	(*a*) to (*l*)	North Western		2·97	3·07	—*0·04*	0·29	0·21	0·22
9	(*a*) to (*c*)	Oudh and Rohilkhand		2·77	3·68	—*0·03*	0·17	0·42	0·42
10	(*a*)	South Indian		2·45	2·91	1·06	1·18	0·26	0·30
		3′ 3¾″ Gauge.							
11	...	Assam-Bengal		*[a]*5·06	*[a]*4·79	2·38	1·92	1·29	1·11
12	(*a*) and (*b*)	Bengal and North-Western		2·15	2·27	0·79	0·91	0·33	*0·37*
14	(*a*) and (*b*)	Bhavnagar State		3·38	3·45	0·12	0·08	1·33	0·49
2	(*f*) to (*l*)	Bombay, Baroda and Central India		2·78	2·70	0·61	0·77	0·27	0·24
15	(*a*) to (*c*)	Burma		3·79	4·27	1·16	1·12	0·50	0·51
3	(*b*) to (*d*)	Eastern Bengal		Included with		5′ 6″	gauge	...	...
18	(*a*) to (*c*)	Gondal-Porbandar State		3·25	2·96	0·05	...	0·57	0·64
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		4·22	5·18	1·20	1·45	0·68	0·77
19	...	Jamnagar		4·89	5·28	...	...	2·20	2·51
20	(*a*) to (*e*)	Jodhpur-Bikaner		2·28	2·27	...	...	0·44	0·46
21	...	Junagad State		4·88	4·75	0·04	...	1·41	1·56
6	(*c*) to (*l*)	Madras and Southern Mahratta		2·65	2·70	1·06	1·16	0·31	0·31
10	(*c*)	Nilgiri		4·12	4·38	1·07	1·18	0·26	0·34
25	(*a*) and (*b*)	Rohilkund and Kumaon		3·55	3·33	1·58	1·61	0·72	0·69
10	(*f*)	Shoranur-Cochin		...	...	...	Included	...	
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		2·79	2·87	1·07	1·18	0·26	0·31
26	...	Udaipur-Chitorgarh		2·68	3·06	...	...	2·06	2·31
		2′ 6″ Gauge.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		4·19	4·23	5·03	5·57	0·36	0·33
8	(*m*)	Jacobabad-Kashmor		...	...	...	...	Included	...
8	(*n*)	Kalka-Simla		2·36	2·98	...	0·05	0·84	1·21
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		1·99	1·84	—*0·02*	0·12	0·11	0·09
10	(*j*)	Morappur-Hosur		1·28	1·02	*[a]*·05	1·18	0·26	0·31
1	(*g*)	Purulia-Ranchi		2·06	3·23	3·91	3·29	0·37	0·32
1	(*h*)	Raipur-Dhamtari		4·18	3·94	5·52	5·10	0·37	0·32
10	(*k*)	Tirupattur-Krishnagiri		1·21	1·32	1·03	1·18	0·26	0·30
8	(*q*)	Trans Indus (Kalabagh-Bannu)		3·12	3·12	—*0·01*	0·12	0·10	0·09
		2′ 0″ Gauge.							
20	(*f*)	Pipar-Bilala Light		0·29	0·21	...	...	...	...

[a] Includes figures for Tangi-Narayanganj section, Eastern Bengal railway.

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

165 *b.*		166 *b.*		167 *b.*		168 *b.*		168-A *b.*		169 *b.*		170 *b.*		NUMBER.
GENERAL CHARGES—*contd.*														
TOTAL EARNINGS.														
Audit, accounts and pay office.		Stores Department.		Medical Department.		Rents and miscellaneous.		Electricity and repairs and renewals of electric plant.		Police.		Advertising.		Main head.
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		
1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1·04	0·93	0·30	0·28	0·34	0·33	0·44	0·40	...	...	0·39	0·39	0·04	0·05	1
0·99	0·93	0·42	0·39	0·18	0·18	0·30	0·26	...	...	0·55	0·57	0·01	0·01	2
1·45	1·26	0·62	0·59	0·36	0·30	0·66	0·76	...	...	0·31	0·25	0·07	0·03	3
0·69	0·57	0·25	0·23	0·22	0·21	0·31	0·28	...	...	0·40	0·39	0·01	0 01	4
1·03	0·90	0·37	0 31	0·20	0·18	0·24	0·22	...	...	0·37	0·35	0·01	0·01	5
0·94	1·00	0·40	0·38	0·23	0·22	0·29	0·29	...	...	0·61	0·71	0·02	0·01	6
1·51	1·46	0·27	0·24	0·27	0·26	0·46	0·36	...	...	0·82	0·78	0·01	0 01	7
0·80	0·91	0·31	0·50	0·21	0·23	0·47	0·39	...	...	0·26	0·33	0·04	0·04	8
1·57	1 45	0·59	0·57	0·25	0·23	0·48	0 48	...	...	0·27	0·27	0·02	0·02	9
0·92	1·24	0·31	0·37	0·38	0·41	—0·04	...	...	...	0·63	0·83	...	...	10
1·91	1·68	0·59	0·53	0·81	0·73	0·61	0·42	...	...	0·94	0·60	0·02	0·01	11
0·99	1·06	0·17	0·19	0·18	0·19	0·19	0·18	...	...	0·41	0·40	0·01	0·01	12
2·01	1·79	0·32	0·34	0·31	0 35	0·64	0·78	...	...	1·10	0·93	0·08	0·10	14
1·00	0 93	0·33	0·30	0·34	0 33	0·29	0·21	...	...	0·63	0·61	0·01	0-01	2
1·13	1·12	0·33	0·34	0·54	0·57	0·38	0 41	...	...	0·98	0·75	0·01	0·03	15
...	...	...	Included with 5′ 6″ gauge.			...	...	...	...	...	...	...	...	3
1·86	1·94	0·27	0·25	0·21	0·23	1·03	0·65	...	...	0·89	1·12	0·01	0·04	18
2·64	2·94	0·47	0·50	0·53	0·59	0·73	0·66	...	...	1·14	1·34	0·01	0·03	7
2·47	2·79	0·37	0·44	0·08	0·03	0·75	0·74	...	...	1·12	1·25	...	0·03	19
1·42	1·35	0·34	0·37	0·14	0·13	0·48	0·39	...	...	0·31	0·35	...	0·01	20
1·95	1·88	0·25	0·25	0·20	0·20	1·04	1 07	...	...	0·13	2·27	...	0 04	21
1·04	1·09	0·40	0·41	0·30	0·30	0·26	0·32	...	...	0·83	0·92	0·02	0·01	6
0·93	1·18	0·30	0·34	0·63	0·72	0·06	0·07	...	...	0·63	0·89	...	...	10
2·10	2·02	0·33	0·31	0·29	0·30	0·61	0·45	...	...	0·59	0 59	0·03	0 01	25
with the South		Indian	railway	3′ 3½″	gauge.			...	...	...	...	...	...	10
1·22	1·35	0·39	0·48	0·21	0·29	0·31	0·35	...	...	0·57	0·81	0·02	0·02	10
1·75	1·75	0·18	0·19	0·40	0·38	0·59	0·31	...	...	...	...	...	...	26
1·28	1·13	0·30	0·26	0·49	0·52	0·09	0·11	...	...	0·55	0·72	...	...	1
with the North		Western	railway 5′ 6″ gauge.			...	...	...	...	...	...	...	...	8
0·06	0·15	0·37	0·41	0·30	0·33	0·30	0·50	...	...	0·37	0·66	0·05	0·05	8
0·42	0·37	0·16	0·20	0·34	0·74	0·22	0·35	...	...	2·53	2·35	0·02	0·02	8
0·91	1·18	0·33	0·37	0·32	0·93	...	...	...	...	0·96	1·31	...	...	10
0·68	0·98	0 28	0·25	0·37	0·34	0·06	0·04	...	...	0·11	0·09	...	...	1
1·32	1·16	0·30	0·25	0·16	0·14	0·05	0·03	...	...	0·10	0·10	...	...	1
0·90	1·18	0·33	0·39	0·23	0·26	...	...	...	...	0·94	1 29	...	...	10
0·88	0 88	0·15	0·21	0·57	0·51	0·45	0·45	...	...	2·46	1·57	0·02	0 02	8
1·14	0·95	...	...	...	...	0·18	0·11	...	...	...	...	...	...	20

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	171 *b*.		172 *b*.		173 *b*.	
				TABLE E.—GENERAL CHARGES—*concld.*					
				PER CENT ON TOTAL EARNINGS—*concld.*					
Main head.	Sub-head.			Electric telegraph.		Other charges (net).		Total General charges.	
				Per cent.		Per cent.		Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		1·39	1·03	0·01	0·01	5·30	4·59
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·37	0·88	0·02	0·02	4·10	3·94
3	(*a*)	Eastern Bengal		1·21	1·30	1·72	0·83	7·05	6·05
4	(*a*) to (*c*)	East Indian		0·93	0·86	0·05	0·06	3·42	3·23
5	(*a*) to (*f*)	Great Indian Peninsula		1·31	1·13	0·03	0·04	4·30	3·76
6	(*a*) and (*b*)	Madras and Southern Mahratta		0·99	0·97	0·08	0·03	4·52	4·50
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·93	1·00	0·12	—*0·07*	5·35	5·14
8	(*a*) to (*e*)	North Western		1·04	1·21	0·90	*0·66*	4·20	4·78
9	(*a*) to (*c*)	Oudh and Rohilkhand		1·25	1·46	0·01	0·99	4·83	6·04
10	(*a*)	South Indian		1·03	1·11	—*0·41*	—*0·49*	4·14	4·95
		3′ 3¾″ GAUGE.							
11		Assam-Bengal		1·56	1·46	...	0·04	*10·09	*8·50
12	(*a*) and (*b*)	Bengal and North-Western		1·04	1·09	0·02	0·02	4·13	4·42
14	(*a*) and (*b*)	Bhavnagar State		1·39	1·39	0·02	0·08	7·27	6·33
2	(*f*) to (*l*)	Bombay, Baroda and Central India		1·35	1·18	0·01	0·01	5·04	4·59
15	(*a*) to (*c*)	Burma		1·24	1·22	...	0·02	6·27	6·09
3	(*b*) to (*d*)	Eastern Bengal		Included with the 5′ 6″ gauge.				...	...
18	(*a*) to (*c*)	Gondal-Porbandar State		1·44	1·46	0·05	0·11	6·38	6·44
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		1·44	1·70	0·22	—*0·14*	8·91	9·84
19		Jamnagar		0·65	0·72	0·11	0·11	7·70	8·62
20	(*a*) to (*e*)	Jodhpur-Bikaner		1·49	1·66	0·06	0·05	4·68	4·77
21		Junagad State		1·46	1·42	0·06	0·05	7·24	9·34
6	(*c*) to (*l*)	Madras and Southern Mahratta		1·61	1·76	0·02	0·03	5·85	6·31
10	(*c*)	Nilgiri		0·96	1·13	—*0·43*	—*0·26*	4·41	5·59
25	(*a*) and (*b*)	Rohilkund and Kumaon		1·31	1·37	...	0·05	7·56	7·40
10	(*f*)	Shoranur-Cochin		...	...	...	Included with the		
10	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		0·96	1·31	0·27	0·28	5·28	6·88
26		Udaipur-Chitorgarh		1·11	1·34	0·12	0·12	6·21	6·35
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		2·67	3·09	...	...	10·77	11·78
8	(*m*)	Jacobabad-Kashmor		...	...	...	...	Included	
8	(*n*)	Kalka-Simla		0·66	0·93	0·15	0·18	3·10	4·47
9	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		3·28	2·60	0·47	0·27	8·03	7·11
10	(*j*)	Morappur-Hosur		1·22	1·41	—*0·50*	—*0·27*	5·05	6·42
1	(*g*)	Purulia-Ranchi		1·48	1·49	...	...	7·26	6·80
1	(*h*)	Raipur-Dhamtari		0·73	1·40	...	...	8·55	8·50
10	(*k*)	Tirupattur-Krishnagiri		1·03	1·18	—*0·42*	—*0·30*	4·30	5·48
8	(*q*)	Trans Indus (Kalabagh-Banna)		2·66	2·05	0·43	0·27	7·21	5·67
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		...	...	...	...	1·32	1·06

* Includes figures for Tangi-Narayanganj Section, Eastern Bengal Railway.

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

174		175		176		177		178		179		180		Number.
TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.												FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.		
PER CENT ON GROSS EARNINGS.														
Law charges.		Compensation.		Rates and taxes.		Payments to other lines.		Other charges (net).		Total special and miscellaneous expenses.		Average number of locomotives on the line.		Main head.
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·02	0·02	0·14	0·13	0·11	0·22	1·62	1·49	1·92	2·51	3·81	4·37	440	468	1
0·09	0·04	0·68	0·28	0·40	0·37	1·41	1·86	1·48	1·43	4·06	3·98	354	355	2
0·24	0·02	2·21	1·02	0·43	0·36	1·34	1·31	1·59	1·57	5·80	4·28	279	283	3
0·05	0·04	0·52	0·47	0·21	0·20	1·84	0·36	1·48	1·39	4·10	2·46	1,173	1,216	4
0·01	0·01	0·47	0·22	0·24	0·23	2·49	1·37	1·97	1·51	5·12	3·34	1,134	1,178	5
0·05	0·01	0·22	0·21	0·23	0·29	1·31	1·44	2·00	1·53	3·81	3·48	252	252	6
0·02	0·01	0·03	0·09	0·01	0·02	0·59	0 66	2·77	3 03	3·42	3·81	65	69	7
...	...	0·33	0·27	0·18	0·15	0·16	0·28	1·44	1·54	2·31	2·24	1,288	1,333	8
0·02	...	0·38	0·21	0·08	0·06	0·60	1·87	1·75	1 62	2·83	3·76	274	276	9
...	0 01	0·01	0·01	0·07	0·16	2·77	0·86	0·92	1·59	3·77	2·63	127	126	10
0·13	0·09	0·11	0·10	0·06	0·07	...	...	3·86	1·96	*4·16	*2·22	118	118	11
0·02	0·01	0·18	0·19	0·06	0 05	0·07	0·21	0·55	0·77	0·88	1·23	325	326	12
0·12	0·15	0·10	2·54	...	...	1·34	0·38	0·90	1·34	2·46	5·01	19	18	14
0·05	0·02	0·61	0·28	0·02	0·26	0·18	0·04	1·81	1·44	2·67	2·04	486	497	2
—0·05	0·02	0·03	0·03	0·72	1·00	...	1·57	1·54	1·53	2·29	4·20	323	325	15
...	Included	with	5′ 6″	gauge.	...	...	...	...	...	...	...	247	245	3
0·50	0·22	0·04	0·03	...	...	0·32	1·63	0·88	0·89	2·24	2·82	17	17	18
0·03	0·02	0·02	0 12	0·02	0·04	0·18	0·20	1·53	1 66	1·78	2·04	68	71	7
0·01	...	0·03	0 02	...	...	1·51	1·73	4·73	2·69	6·28	4·49	3	3	19
...	...	0·03	0·36	...	...	3·33	3 29	0·43	1·05	4·39	4·70	86	86	20
0·09	0·08	0·03	0·02	...	...	0·98	0·78	1·03	0·92	2·13	1 80	11	11	21
0·01	0·01	0·20	0·33	0·06	0 08	—0·24	—0·07	1·94	1·73	1·97	2·08	304	304	6
...	...	...	...	0·74	0·42	...	...	1·32	2 08	2·06	2·50	13	13	10
0·09	...	0·79	0·39	...	0·02	0·03	0·02	0·73	1·15	1 64	1·58	58	63	25
South Indian R		ailway,	3′ 3½″	gauge.	...	...	...	...	...	...	...	11	11	10
...	0·01	0·14	0·14	0·31	0 35	0·23	0·09	2·37	4·58	3·35	5·17	229	286	10
...	...	0·07	0 04	...	...	1·36	1·25	0·63	0·73	2·06	2 02	4	3	26
...	...	0·20	0·15	0·17	0·03	0·27	0·26	1·18	1·43	1·82	1·87	66	67	1
with	the	North	Western	Rai	lway	5′ 6″	gauge	...	...	...	...	...	3	8
...	...	0·24	0·03	0·32	0·05	0·01	0·12	0·33	0·46	1·40	0·65	24	24	8
...	...	0·31	0·09	...	...	...	...	1·03	0·87	1·34	0·96	19	21	8
...	0·26	...	0·01	0·08	0·09	...	...	4·02	4·39	4·10	4·75	6	6	10
...	...	0·13	0·09	0·20	0·08	...	...	0·48	0·50	0·81	0·67	12	12	1
...	...	0·17	0·14	...	...	...	...	0·56	0·60	0·73	0 74	5	5	1
...	...	0·26	...	0·09	0·12	...	...	2·98	3·67	3·07	3·79	3	3	10
0·01	...	...	0·01	...	...	...	...	0 83	0·73	1·10	0·74	8	7	8
...	...	...	...	...	...	0·15	0·17	0·21	0·27	0·36	0·44	2	2	20

* Includes figures for Tangi-Narayanganj Section, Eastern Bengal Railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	181		182		183	
				FROM APPENDIX I					
Main head.	Sub-head.			Average miles run per locomotive *per diem*. Miles.		Actual weight of fuel (in terms Coaching. lbs.		Goods lbs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		71·57	68·39	61 22	62·89	72·25	78·46
2	(a) to (e)	Bombay, Baroda and Central India		63·39	64 66	65·98	63·13	76·60	75·72
3	(a)	Eastern Bengal		66·63	69·46	61·86	60·08	86·91	83·83
4	(a) to (c)	East Indian		77·68	77·08	...	...	56·82	58·77
5	(a) to (f)	Great Indian Peninsula		59·97	57·63	61·91	60·75	84·50	88·19
6	(a) and (b)	Madras and Southern Mahratta		66·31	63·53	...	...	79·80	78·26
7	(a) and (b)	Nizam's Guaranteed State		71·65	65·01	55·61	46·47	73·36	61·74
8	(a) to (l)	North Western		55·54	52·89	...	...	64·74	66·94
9	(a) to (c)	Oudh and Rohilkhand		68·76	67·08	...	...	64·41	67·85
10	(a)	South Indian		51·99	51·30	47·38	47·03	67·53	66·92
		3′ 3¾″ GAUGE.							
11		Assam-Bengal		69·11	64·74	...	...	47·78	50·86
12	(a) and (b)	Bengal and North-Western		64·85	63·97	...	...	42·83	41·09
14	(a) and (b)	Bhavnagar State		90·47	83·14	...	...	37·24	33·80
2	(f) to (l)	Bombay, Baroda and Central India		55·55	54·70	...	...	42·56	45·32
15	(a) to (c)	Burma		62·46	56·21	41·73	41·19	53·63	50·00
3	(b) to (d)	Eastern Bengal		70·31	67·21	46·74	44·76	58·69	67·99
18	(a) to (c)	Gondal-Porbandar State		79·73	85·52	...	...	45·34	44·38
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		74·44	59·37	43·03	43·63	48·97	50·44
19		Jamnagar		84·66	81 02	...	...	45·20	39·01
20	(a) to (e)	Jodhpur-Bikaner		71·15	69·28	...	...	46·54	51·52
21		Junagad State		42·34	56·21	...	...	38·35	39·98
6	(c) to (l)	Madras and Southern Mahratta		71·35	68·20	...	...	48·44	49·40
10	(c)	Nilgiri		25·70	26·12	117·35	115·77	127·57	130·57
25	(a) and (b)	Rohilkund and Kumaon		71·78	63·56	...	...	38·85	40·62
10	(f)	Shoranur-Cochin		62·61	62·56	38·88	36·78	41·27	39·06
10	(b), (d), (e) and (g) to (i)	South Indian		73·29	71·79	38·34	38·78	38·10	38·67
26		Udaipur-Chitorgarh		74·55	82·68	...	...	...	...
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		49·21	44·09	...	...	80·14	72·26
8	(m)	Jacobadad-Kashmor		...	52·38	...	...	...	26·34
8	(n)	Kalka-Simla		42·84	38·93	...	...	44·76	48·37
8	(o) and (p)	Kohat-Thal and Nowshera-Durgai		40·90	43·85	...	...	25·18	28·44
10	(f)	Morappur-Hosur		40·41	57·67	...	...	23·99	27·65
1	(g)	Purulia-Ranchi		58·94	60·12	...	...	56·47	54·41
1	(h)	Raipur-Dhamtari		39·63	42·76	...	...	51·83	51·86
10	(k)	Tirupattur-Krishnagiri		37·78	35·47	...	...	27·56	27·99
8	(q)	Trans Indus (Kalabagh-Bannu)		45·11	58·10	...	...	61·72	63·07
		2′ 0″ GAUGE.							
20	(f)	Pipar-Bilara Light		26·33	26·72	...	...	28·11	26·58

DIX 12—*continued.*

during each half of the financial year 1914-15.

prepare these statistics.]

184		185		186		187		188		189		190		
OF THE ANALYSIS OF WORKING OF EACH RAILWAY—*concld.*														Number.
of coal) per engine mile.		Average gross weight of trains.						Average through speed of trains.						
Mixed.		Coaching.		Goods.		Mixed.		Coaching.		Goods.		Mixed.		
lbs.		Tons.		Tons.		Tons.		Miles per hour.		Miles per hour.		Miles per hour.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	240·38	241·86	542·22	586·20	301·42	350·32	30·00	30·00	10·00	10·00	20·00	20·00	1
84·66	84·59	226 21	216·85	570·43	596·30	234·39	278·77	23·35	23·33	7·95	7·94	15·14	14 76	2
58·78	66·29	206·69	207·10	506·94	572·47	278·38	238·47	18·86	18·68	11·26	11·91	12·50	12·13	3
...	...	263·27	271·56	608·77	651·58	253·90	272·73	25·20	26·10	15·00	16·30	17·20	18·20	4
74·87	77·25	206·91	213·69	399·57	469·19	...	....	23·70	23·43	12·45	10·08	15·14	14·82	5
...	...	213·74	230·35	520·25	555·84	344·29	355·40	21·69	21·69	8·98	8·98	13·77	13 77	6
69·89	56·36	157·69	168·84	374·99	415·87	307·41	337·27	20·74	20·32	9·53	9 98	13·87	13·26	7
...	...	297·22	299·97	415 48	377 98	324·87	295 21	20·79	20·75	10·44	10·29	13·82	13·80	8
...	...	304·57	353·33	352·12	394·03	294·27	306·17	21·14	21·14	11·87	12·34	16·71	15 83	9
59·11	58·04	133·24	147·05	391·47	376·87	239·17	250·46	21·03	21·03	10·89	10·80	11·50	11·50	10
...	...	78·49	81·13	206·83	229·36	206·29	220·78	...	...	...	...	13·12	13·12	11
...	...	173 77	171 84	324·53	337·62	178·11	173·70	17 80	17·80	9·50	9·50	12·20	12·20	12
...	...	77·66	79·57	200·03	227·98	123·61	125 10	18·68	18·95	10 68	10·68	15·26	13·49	14
...	...	130·04	119·42	262 38	285·43	184·43	168·05	18·22	18·40	8·37	7·97	13·67	14·03	2
41·32	41·31	173·92	173·17	258·22	294·84	190·23	200·10	17·43	17·43	10·77	10·77	13·55	13·55	15
48·62	44·42	146·11	152·49	271·12	310·72	159·55	177·12	15·45	15·51	9·86	9·91	12·60	12·42	3
...	...	63·11	73·88	156·42	112·83	121·81	159·57	18·34	18·37	10·28	9·82	13·05	13·55	16
42·35	42·84	101·46	112·78	195·99	245·04	146 70	165·70	18·02	18·27	10·28	10·41	12·42	13·64	7
...	...	65·54	118 27	182·56	152·29	133·72	117 86	19·37	19·37	16·95	16·95	16·14	16·02	8
...	...	138·54	206·43	126·83	126·45	135·38	142·53	22·16	19·46	17·27	13·93	13·49	9·55	20
...	...	70·74	78 46	151·27	158·30	153·18	141·44	13·63	21·02	12·55	12·23	13·63	13·17	21
...	...	128 36	142·50	211·80	218·53	179·62	196 50	16·36	16·36	8·00	8·00	11·42	11·42	6
136·54	130·17	49·55	44 41	41·10	41·21	48·64	44·66	6·11	6·11	5·90	5·90	6·11	6·11	10
...	...	...	...	...	...	...	...	15·70	15·70	8·42	8·42	11·38	11·38	25
40·33	36·32	100 27	100·91	197·20	208 58	122·10	125·75	18·57	18·57	10·00	10·00	16·98	16·98	10
33·95	35·03	122·68	117·63	213 06	234 70	151·60	138·54	18·00	18 00	9·50	9·50	12·00	12·00	10
32·77	32·62	...	...	...	...	122·46	127·76	...	...	...	...	17·00	17·00	26
...	...	124·95	124·49	198·04	191·69	126·07	155·15	15·00	15·00	10·00	10·00	12·00	12·00	1
...	...	...	...	...	...	...	50·63	...	...	...	8·76	....	8·47	8
...	...	59·67	59 44	44·23	38·92	49·39	56 48	9·92	10·53	7 36	7 36	...	...	8
...	...	21·33	29·51	47·30	45·72	51·73	48·91	...	...	8·70	8·70	13·37	12·37	8
29·24	31·48	...	...	...	...	80·45	66·00	...	...	...	...	12·88	12·88	10
...	...	109·79	133·61	154·75	143·79	161·32	170·85	18·00	18·00	11·00	11·00	12·00	12·00	1
...	...	...	62·53	123·33	103·10	95·18	95·74	...	...	...	...	11·00	11 00	1
37·35	35·01	...	...	...	...	72·54	71 74	...	...	...	...	11·86	11·86	10
...	...	...	168·77	67·82	86·56	104·89	101 84	...	...	7·27	7·27	14·91	14·91	8
...	...	...	...	17·29	17·29	7·08	6·55	...	...	9·93	...	...	10·00	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	191		192	
				FROM APPENDIX II OF THE ANALYSIS OF WORKING OF EACH RAILWAY.			
				AVERAGE MILEAGE *per diem* OF—			
Main head.	Sub-head.			Coaching vehicles, including brakes. Miles.		Goods vehicles, including brakes. Miles.	
				1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.					
1	(*a*)	Bengal-Nagpur		162,381	153,540	452,102	523,154
2	(*a*) to (*e*)	Bombay, Baroda and Central India		176,771	176,401	259,079	299,622
3	(*a*)	Eastern Bengal		118,290	115,624	176,660	211,786
4	(*a*)-to (*c*)	East Indian		467,315	469,148	1,462,413	1,633,936
5	(*a*) to (*f*)	Great Indian Peninsula		389,271	411,878	734,754	815,353
6	(*a*) and (*b*)	Madras and Southern Mahratta		109,149	109,262	197,109	208,001
7	(*a*) and (*b*)	Nizam's Guaranteed State		20,794	19,779	54,527	52,254
8	(*a*) to (*l*)	North Western		523,164	525,741	794,063	743,630
9	(*a*) to (*c*)	Oudh and Rohilkhand		152,770	147,428	177,523	190,676
10	(*a*)	South Indian		40,890	41,500	49,390	49,919
		3′ 3¾″ GAUGE.					
11		Assam-Bengal		60,994	63,337	64,489	68,523
12	(*a*) and (*b*)	Bengal and North-Western		247,646	231,382	263,213	265,664
14	(*a*) and (*b*)	Bhavnagar State		14,357	14,740	16,723	11,655
2	(*f*) to (*l*)	Bombay, Baroda and Central India		255,320	239,019	335,450	383,113
15	(*a*) to (*c*)	Burma		154,346	145,842	264,714	245,043
3	(*b*) to (*d*)	Eastern Bengal		127,744	119,737	182,138	156,421
18	(*a*) to (*c*)	Gondal-Porbandar State		12,513	13,561	10,901	10,284
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		28,336	28,429	40,791	28,387
19		Jamnagar		2,495	2,580	1,585	1,030
20	(*a*) to (*e*)	Jodhpur-Bikaner		53,566	53,087	72,142	71,925
21		Junagad State		4,356	5,332	3,745	5,991
6	(*c*) to (*l*)	Madras and Southern Mahratta		149,614	148,716	254,848	255,564
10	(*c*)	Nilgiri		1,246	1,141	627	645
25	(*a*) and (*b*)	Rohilkund and Kumaon		35,419	35,071	37,563	38,053
10	(*f*)	Shoranur-Cochin		5,586	5,731	5,529	6,304
1	(*b*), (*d*), (*e*) and (*g*) to (*i*)	South Indian		200,645	195,402	181,241	168,877
26		Udaipur-Chitorgarh		3,683	3,195	1,279	1,063
		2′ 6″ GAUGE.					
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		30,574	34,449	35,114	28,484
8	(*m*)	Jacobabad Kashmor		...	1,148	...	631
8	(*n*)	Kalka-Simla		3,848	3,601	3,891	2,575
8	(*o*) and (*p*)	Kohat-Thal and Nowshera-Durgai		4,610	3,980	3,584	2,918
10	(*j*)	Morappur-Hosur		3,201	4,353	1,479	1,488
1	(*g*)	Purulia-Ranchi		8,286	8,797	4,708	4,908
1	(*h*)	Raipur-Dhamtari		1,170	1,263	1,899	2,064
10	(*k*)	Tirupattur-Krishnagiri		1,135	1,111	712	655
8	(*q*)	Trans Indus (Kalabagh-Bannu)		3,050	2,983	1,642	2,714
		2′ 0″ GAUGE.					
20	(*f*)	Pipar-Bilara Light		479	407	149	123

DIX 12—*concluded.*

during each half of the financial year 1914-15.

prepare these statistics.]

193		194		195		196		
FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY.								Number.
AVERAGE AGE OF SLEEPERS—				PERCENTAGE OF REMOVALS.				
Wood. Years.		Iron. Years.		Wood. Per cent.		Iron. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	9·95	14·97	15·25	...	2·10	0·18	0·49	1
8·80	9·10	12·46	11·00	1·54	3·10	0·32	...	2
7·50	7·00	16·50	16·50	2·51	2·17	1·78	3·42	3
9·29	9·31	...	...	4·12	3·37	...	...	4
...	...	...	...	1·64	0·75	3·79	1·19	5
11·86	12·07	...	...	4·66	4·47	...	...	6
...	...	...	...	...	...	...	...	7
3·16	3·57	14·78	15·03	2·26	1·94	1 89	3·51	8
2·84	3·25	12·90	13·31	0·39	2·79	0·43	0·76	9
8·00	8·23	27·66	27·99	9·58	3·23	0·17	0·25	10
...	...	...	...	...	3·04	...	...	11
11·05	11·25	...	...	3·08	2·77	...	...	12
11·47	11·88	...	...	0·38	0·56	...	...	14
11·50	...	24·50	...	4·08	...	1·08	...	2
10·79	10·98	...	...	4·13	2·34	...	...	15
11·50	11·50	9·50	9·00	2·46	3·22	0·11	0·20	3
11·79	12·11	23·55	24·02	0·89	1 41	0·08	0·10	18
...	...	...	...	1·44	...	...	...	7
13·21	13·59	...	...	36·30	46·34	...	...	19
...	...	16·75	11·75	...	...	0·67	0·65	20
11·77	12·12	...	...	0·28	0·85	...	...	21
11·50	11·50	19·50	19·50	3·65	3·21	0·63	1·23	6
7·75	8·05	...	...	1·21	0·75	...	...	10
15·61	15·72	...	...	4·31	1·41	...	...	25
7·68	8·09	...	...	7·48	1·19	...	...	10
8·15	8·21	20·04	20·01	3·80	4·40	0·22	0·85	10
...	...	...	...	...	...	...	...	26
...	7·39	2·64	3·14	...	13·68	...	86·64	1
...	...	...	...	...	...	...	...	8
6·97	6·82	...	...	2·69	1·64	...	...	8
6·49	3·23	8·40	8·80	0·36	0·04	...	0·02	8
2·68	3·13	...	...	1·04	1·62	...	...	10
5·49	5·01	...	...	0·15	0·88	...	...	1
14·75	14·83	...	...	...	2·79	...	...	1
8·74	9·19	...	...	0·28	0·60	...	...	10
1·00	1·50	...	...	0·08	0·16	...	...	8
3·25	3·75	...	...	3·88	0·78	...	...	20

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway (Detailed in "Index" to Appendix I.)		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton	
Main head.	Sub-head.					Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
		5' 6" GAUGE.				Rs.	Rs.		Rs.	Rs.
1	(a)	Bengal-Nagpur ...	Bihar and Orissa and the Central Provinces.	1910	...	...	...	230,722	7·52	4·79
				1911	...	...	...	263,083	6·41	3·53
				1912	...	...	...	305,343	5·63	2·70
				1913-14	...	...	...	347,419	6·25	3·47
				1914-15	...	...	...	372,185	6·49	3·32
2	(a) to (e)	Bombay, Baroda and Central India.	Africa, Australia, England, Bihar and Orissa and Hyderabad.	1910	17,682	20·42	a	152,880	17·63	a
				1911	18,333	21·18	a	192,317	15·59	a
				1912	17,504	22·16	a	230,586	15·76	a
				1913-14	21,198	24·39	a	236,768	15·31	a
				1914-15	39,874	18·70	a	217,142	15·23	3·94
3	(a)	Eastern Bengal ...	Bihar and Orissa ...	1910	...	...	...	156,140	5·70	2·94
				1911	...	...	...	169,711	5·42	2·62
				1912	...	...	...	192,323	5·56	2·78
				1913-14	...	...	...	186,618	6·39	3·34
				1914-15	...	...	...	193,066	6·61	3·45
4	...	East Indian ...	Bihar and Orissa ...	1910	...	...	...	610,754	4·78	2·78
				1911	...	...	...	685,737	5·21	2·94
				1912	...	...	...	754,718	4·35	2·31
				1913-14	...	...	...	819,565	4·37	2·27
				1914-15	...	...	...	871,949	4·63	2·38
5	(a) to (f)	Great Indian Peninsula.	Africa, Australia, England, Holland, Japan, Bihar and Orissa, Central India, Central Provinces and Hyderabad.	1910	13,110	19·26	a	678,390	12·51	a
				1911	8,177	16·20	a	748,253	11·66	a
				1912	68,498	20·00	a	763,034	11·22	a
				1913-14	99,517	20·69	a	813,247	11·36	a
				1914-15	12,866	22·58	a	854,325	12·28	a
6	(a) & (b)	Madras and Southern Mahratta.	Africa, Australia, Bihar and Orissa and Hyderabad.	1910	1,858	18·80	a	163,583	12·43	4·76
				1911	...	...	...	160,363	11·87	4·32
				1912	717	15·71	4·50	170,098	12·69	4·27
				1913-14	...	...	...	191,358	13·07	4·80
				1914-15	...	...	...	211,909	12·79	4·90
7	(a) & (b)	Nizam's Guaranteed State.	Hyderabad ...	1910	...	...	...	40,156	6·22	3·21
				1911	...	...	...	41,140	6·30	3·25
				1912	...	...	...	41,441	6·32	3·25
				1913-14	...	...	...	47,889	6·83	3·75
				1914-15	...	...	...	41,826	6·61	3·50
8	(a) to (l)	North Western ...	Africa, England, Baluchistan, Bihar and Orissa and the Punjab.	1910	131	25·07	a	674,186	15·56	3·83
				1911	346	24·55	a	732,106	13·42	3·51
				1912	16,220	23·79	a	783,577	13·22	3·29
				1913-14	157,874	21·54	3·71	634,134	15·02	4·09
				1914-15	30,116	21·62	3·71	729,131	15·63	4·54
9	(a) to (c)	Oudh and Rohilkhand	Bihar and Orissa ...	1910	...	...	...	155,147	9·07	2·58
				1911	...	...	...	177,571	8·28	2·39
				1912	...	...	...	191,589	8·45	2·58
				1913-14	...	...	...	204,091	8·95	3·21
				1914-15	...	...	...	202,715	9·55	3·39
10	(a)	South Indian ...	Africa, Bihar and Orissa and Hyderabad.	1910	20	23·88	a	48,227	16·54	2·98
				1911	...	...	...	46,995	15·57	3·15
				1912	...	...	...	55,000	15·52	3·17
				1913-14	39	31·04	a	64,606	17·73	3·93
				1914-15	2	30·36	a	65,213	17·41	4·00
		3' 3¾" GAUGE.								
11	...	Assam Bengal ...	Scotland, Assam and Bihar and Orissa.	1910	...	...	...	42,756	11·23	a
				1911	...	...	...	46,886	10·74	a
				1912	...	...	...	47,839	10·84	a
				1913-14	...	...	...	52,646	10·94	a
				1914-15	...	...	...	55,878	13·07	a

DIX 13.

per ton during the calendar years 1910 to 1912 and the financial years 1913-14 and 1914-15.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).				
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	Remarks.
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
...	...	...	4·79	74·25	59·95	519·70	167·78	
166	8·76	8·76	3·53	76·08	62·34	504·90	163·62	
...	...	...	2·70	79·70	64·90	535·79	173·38	
...	...	...	3·47	85·20	68·66	572·19	185·35	
...	...	...	3·52	89·13	71·85	567·22	188·22	
3,409	6·82	5·43	*a*	71·97	59·77	651·81	175·08	*a* Information not available.
3,700	7·15	5·55	*a*	75·61	63·67	715·19	179·44	
3,703	6·37	4·85	*a*	84·05	69·91	679·98	187·71	
4,381	6·17	4·87	*a*	87·09	72·13	688·38	193·29	
4,700	6·55	4·54	*a*	84·46	70·00	758·60	193·19	
...	...	...	2·94	89·90	61·29	1,175·35	249·39	
...	...	...	2·63	89·79	63·19	1,044·13	232·92	
...	...	...	2·78	97·40	66·03	1,161·42	254·85	
...	...	...	3·34	92·71	61·42	1,069·18	223·52	
...	...	...	3·45	91·51	61·98	1,144·87	225·21	
...	...	...	2·78	70·06	52·93	384·90	129·85	
...	...	...	2·84	72·48	54·89	390·94	132·80	
...	...	...	2·31	74·04	55·72	365·50	131·02	
...	...	...	2·27	76·53	57·02	413·15	141·09	
...	...	...	2·58	77·03	57·80	396·28	137·63	
1,548	7·00	4·75	*a*	83·07	71·59	792·22	213·17	
2,415	6·57	4·60	*a*	85·30	72·97	815·41	219·00	
2,843	6·55	4·45	*a*	88·57	75·07	771·43	219·66	
2,259	6·81	5·06	*a*	94·16	79·64	760·29	222·53	
1,341	7·68	5·15	*a*	92·33	78·25	858·68	225·20	
2,875	6·91	4·96	*a*	85·28	71·46	1,001·33	238·90	
4,761	8·95	5·30	4·42	83·44	68·61	901·15	248·10	
4,145	7·02	5·47	4·37	84·27	69·79	886·20	207·45	
4,895	6·72	5·37	4·89	92·05	75·81	866·97	217·80	
5,076	6·47	5·11	4·98	94·88	79·04	874·67	221·38	
...	...	...	5·21	61·78	52·70	611·68	178·75	
...	...	...	5·25	63·91	55·89	576·79	175·95	
...	...	...	5·25	64·77	56·57	623·27	182·71	
...	...	...	5·75	68·83	58·60	620·20	186·93	
...	...	...	5·50	66·66	56·71	670·85	185·36	
2,792	9·15	7·44	*a*	76·37	62·10	694·92	196·10	
7,962	6·25	4·38	*a*	77·70	63·33	690·47	189·74	
8,175	6·90	4·01	*a*	80·85	65·08	620·77	178·84	
7,841	5·03	3·31	4·03	82·07	66·81	622·62	183·22	
7,535	4·80	3·09	4·52	79·87	65·85	691·04	187·35	
...	...	...	2·58	66·86	57·48	963·07	189·04	
...	...	...	2·39	69·48	59·71	1,035·84	202·41	
...	...	...	2·58	71·81	61·97	861·43	201·48	
...	...	...	3·21	74·19	63·42	1,011·93	200·45	
...	...	...	3·39	78·90	66·12	1,121·86	203·45	
4,616	4·28	4·24	*a*	63·32	55·37	1,067·66	236·42	
4,975	4·26	4·54	3·46	59·80	53·03	876·17	207·93	
5,288	4·51	4·50	3·46	64·04	57·02	967·67	218·56	
5,549	5·14	5·14	*a*	70·46	62·74	1,111·85	238·36	
2,548	7·67	7·67	*a*	69·95	62·21	1,087·23	226·38	
...	...	...	*a*	53·61	42·23	794·73	245·85	
...	...	...	*a*	56·82	45·95	852·44	250·34	
...	...	...	*a*	55·31	44·90	806·61	230·34	
2,978	2·55	2·55	*a*	61·27	47·61	878·36	243·41	
2,888	2·81	2·81	*a*	61·72	49·19	925·37	248·21	

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix I).		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
						Rs.	Rs.		Rs.	Rs.
		3' 3½" GAUGE—*contd.*								
13	...	Bengal and North-Western.	Bihar and Orissa ...	1910	...	...	...	123,475	8·65	4·07
				1911	...	...	...	133,898	7·61	2·96
				1912	...	...	...	145,476	7·32	2·96
				1913-14	...	...	...	146,640	8·65	3·26
				1914-15	...	...	...	148,370	8·82	3·82
18	...	Bengal Dooars ...	Assam, Bengal and Bihar and Orissa.	1910	...	...	...	4,201	11·09	3·50
				1911	...	...	...	4,479	9·70	2·79
				1912	...	...	...	5,444	9·59	2·62
				1913-14	...	...	...	7,266	11·05	3·73
				1914-15	...	...	...	7,291	10·80	3·40
14	...	Bhavnagar State ...	Africa, England and Bihar and Orissa.	1911	142	*b* 23·92	*a*	7,049	*b* 14·46	*a*
				1912	...	...	...	8,175	*b* 15·67	*a*
				1913-14	3,713	*b* 19·39	*a*	4,910	*b* 18·06	*a*
				1914-15	81	*b* 19·17	*a*	9,384	*b* 15·65	*a*
	...	Bhavnagar-Gondal-Junagad-Porbandar.	Australia, England and Bihar and Orissa	1910	11,851	*b* 24·10	*a*	2,598	*b* 14·20	*a*
2	(*f*) to (*i*)	Bombay, Baroda and Central India.	Africa, Bihar and Orissa and Hyderabad.	1910	...	...	...	161,195	13·72	5·06
				1911	...	...	...	180,018	14·00	5·48
				1912	10,612	24·35	*a*	205,365	14·16	4·30
				1913-14	16,505	25·31	*a*	183,032	12·91	3·72
				1914-15	...	...	...	193,469	13·83	4·28
15	...	Burma	England and Bihar and Orissa.	1910	...	...	...	110,597	13·50	*a*
				1911	...	...	...	113,100	12·48	*a*
				1912	...	...	...	113,695	12·16	*a*
				1913-14	...	...	...	128,889	14·44	*a*
				1914-15		...	...	120,676	15·47	*a*
...	...	Deoghar ...	Bihar and Orissa ...	1910	...	...	...	*a*	*a*	*a*
				1911	...	...	...	*d*	*d*	*d*
17	...	Dibru-Sadiya ...	Assam	1910	...	...	...	9,631	8·50	*a*
				1911	...	...	...	9,981	8·50	*a*
				1912	...	...	...	10,508	8·50	*a*
				1913-14	...	...	...	10,854	8·50	*a*
				1914-15	...	...	...	10,744	8·50	*a*
3	(*b*) to (*d*)	Eastern Bengal ...	Assam and Bihar and Orissa.	1910	...	...	...	100,443	7·90	3·26
				1911	...	...	...	114,411	8·28	2·73
				1912	...	...	...	127,121	8·62	2·75
				1913-14	...	...	...	148,318	9·32	3·44
				1914-15	...	...	...	141,569	9·17	3·37
16	...	Gondal-Porbandar State.	England and Bihar and Orissa.	1911	198	23·87	*a*	8,516	12·58	*a*
				1912	...	...	...	9,077	17·19	*a*
				1913-14	...	...	...	8,413	18·27	4·00
				1914-15	...	...	...	10,222	17·03	4·00
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	Hyderabad ...	1910	...	...	...	22,410	8·49	5·23
				1911	...	...	...	23,904	8·49	5·25
				1912	...	...	...	26,825	8·54	5·25
				1913-14	...	...	...	31,908	8·93	5·75
				1914-15	...	...	...	30,563	9·15	5·50
19	...	Jamnagar ...	England and Bihar and Orissa.	1911	24	24·50	*a*	1,534	13·39	*a*
				1912	...	...	...	1,492	20·53	*a*
				1913-14	...	...	...	1,581	17·98	3·00
				1914-15	5	24·50	*a*	1,607	18·11	4·50

DIX 13—*contd.*

per ton during the calendar years 1910 to 1912 and the financial years 1913-14 and 1914-15.

where they differ from the corresponding figures in the earlier Reports.

Locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
2,657	4·49	4·06	4·12	48·09	39·89	823·23	203·58	
669	4·49	4·06	2·97	50·14	41·57	783 62	205·57	
...	...	...	2·96	50·95	43·36	734·67	202·17	
...	...	...	3·86	51·63	42·58	886·96	207·03	
...	...	...	3·82	50·97	41·97	820·86	203·54	
...	...	...	3·50	41·55	38·92	1,073·95	*a*	*a* Information not available.
...	...	...	2·79	41·46	38·74	1,090·13	*a*	
...	...	...	2·62	45·33	42·47	612·14	*a*	
...	...	...	3·73	51·87	48·16	728·00	*a*	
...	...	...	3·40	52·28	48·22	988·00	*a*	
c 56	11·71	11·71	*a*	37·75	35·89	1,073·37	226 72	*b* Excludes freight over home line.
c 62	12·00	12·00	*a*	37·61	32·32	1,051·54	223·21	
c 70	12·00	12·00	*a*	41·10	36·23	1,076·83	244·76	
a 71	7·49	7·49	*a*	40·22	35·65	1,027·00	237·27	
154	11·00	11·00	*a*	31·48	29·03	1,050·22	207·12	*c* Old sleepers used for lighting purposes.
c 995	5·00	5·00	5·08	46·39	39·72	651·04	195·85	
c 1,586	5·00	5·00	5·44	48·24	41·92	698·66	200·14	
c 751	4·99	4·99	*a*	50·35	43·92	647·19	199·02	
c 1,121	5·00	5·00	*a*	51·13	44·31	750·00	206·82	
c 1,315	5·00	5·00	4·29	50·98	43·94	702·09	202·04	
21,992	5·74	5·07	*a*	42·64	34·71	756·74	184·21	
21,133	5·39	4·12	*a*	42·15	33·87	736·53	182·37	
13,913	5·39	4·83	*a*	45·92	37·15	720·05	184·05	
15,699	5·26	5·02	*a*	51·44	41·44	711·98	189·50	
16,044	4·94	3·91	*a*	50·01	40·24	665·03	182·06	
...	...	...	*a*	*a*	*a*	*a*	*a*	*d* Included with the East Indian railway, vide No. 6.
...	...	...	*d*	*d*	*d*	*d*	*d*	
...	...	...	*a*	72·80	40·99	*a*	*a*	
...	...	...	*a*	70·31	40·01	*a*	*a*	
...	...	...	*a*	70·51	39·39	*a*	*a*	
...	...	...	*a*	76·52	51·75	*a*	*a*	
...	...	...	*a*	70·42	42·97	*a*	*a*	
...	...	...	3·26	63·40	49·01	1,138·32	286·51	
...	...	...	2·73	65·48	50·55	1,147·71	279·46	
...	...	...	2·75	65·95	51·47	1,167·61	283·36	
...	...	...	3·64	65·80	51·65	1,195·90	287·36	
...	...	...	3·37	65·73	51·29	1,349·32	288·27	
72	12·32	*a*	*a*	42·41	38·73	1,531·62	279·66	
75	12·07	*a*	*a*	46·18	42·01	2,076·91	316·91	
76	12·00	*a*	*a*	44·72	40·78	1,276·52	268·56	
89	12·00	12·00	4·09	49·75	44·84	1,559·59	316·53	
...	...	...	5·23	41·06	37·12	873·80	222·79	
...	...	...	5·25	44·66	39·71	989·30	240·71	
...	...	...	5·25	43·29	37·94	855·07	231·56	
...	...	...	5·75	46·87	41·31	1,054·25	247·23	
...	...	...	5·50	50·22	44·87	1,116·15	257·81	
9	12·00	12·00	*a*	45·61	39·69	2,188·35	317·31	
14	11·52	11·52	*a*	44·48	38·62	2,212·48	315·63	
16	10·00	10·00	3·09	45·91	39·56	1,654·70	296·97	
16	9·87	9·87	*a*	50·06	42·18	1,774·03	315·69	

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix 1.)		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by—					
					Foreign coal.			Indian coal.		
						Average cost per ton.			Average cost per ton	
Main head.	Sub-head.				Actual quantity in tons.	Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	Actual quantity in tons.	Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
		5' 3½" GAUGE—*concld.*				Rs.	Rs.		Rs.	Rs.
20	(a) to (e)	Jodhpur-Bikaner ...	Africa, Australia, Bihar and Orissa and Rajputana.	1910	...	...	...	33,322	14·69	5·02
				1911	...	...	...	42,095	14·36	2·63
				1912	...	...	...	53,908	11·86	5·00
				1913-14	...	...	...	50,700	11·99	3·67
				1914-15	...	...	...	48,548	12·75	2·56
21	...	Junagad State ...	England, and Bihar and Orissa	1911	99	*a*	*a*	2,461	13·45	*a*
				1912	...	...	...	2,938	12·75	*a*
				1913-14	...	...	...	3,026	19·67	*a*
				1914-15	...	...	...	3,246	17·85	*a*
6	(c) to (i)	Madras and Southern Mahratta.	Africa, Australia, Bihar and Orissa and Hyderabad.	1910	1,899	20·32	*a*	106,553	14·71	4·06
				1911	...	...	...	119,305	13·68	4·31
				1912	...	...	...	120,741	13·73	4·93
				1913-14	...	...	...	142,180	15·07	4·73
				1914-15	...	...	...	151,359	13·99	5·32
22	...	Morvi	Bihar and Orissa ...	1910	...	...	...	2,569	14·56	2·37
				1911	...	...	...	2,278	14·75	2·19
				1912	...	...	...	3,554	15·50	2·50
				1913-14	...	...	...	3,162	15·65	3·59
				1914-15	...	...	...	2,839	16·60	4·38
25	(a) & (b)	Rohilkund and Kumaon.	Bihar and Orissa ...	1910	...	...	...	12,596	9·55	2·56
				1911	...	...	...	16,231	9·14	2·49
				1912	...	...	...	25,332	9·28	2·27
				1913-14	...	...	...	28,813	9·06	2·63
				1914-15	...	...	...	26,268	10·04	3·08
10	(b) to (i)	South Indian ...	Africa, Australia, and Bihar and Orissa.	1910	5,896	23·71	*a*	93,077	14·54	5·72
				1911	4,813	25·10	*a*	109,826	14·68	5·77
				1912	5,020	27·30	*a*	112,887	14·65	4·91
				1913-14	5,443	31·04	*a*	121,002	15·03	4·01
				1914-15	6,189	30·36	*a*	132,609	15·20	3·82
26	...	Udaipur-Chitorgarh...	Bihar and Orissa ...	1910	...	...	...	954	15·87	5·00
				1911	...	...	...	1,114	12·75	2·75
				1912	...	...	...	1,670	13·52	3·75
				1913-14	...	...	...	1,626	14·17	4·00
				1914-15	...	...	...	1,450	14·00	4·00
		2' 6" GAUGE.								
29	...	Arrah-Sasaram Light	*a*	...	...	...	...	*a*	*a*	*a*
30	...	Bangalore-Chik Ballapur Light,	*a*	...	...	...	...	*a*	*a*	*a*
32	...	Baraset-Basirhat Light.	*a*	...	...	...	...	*a*	*a*	*a*
33	...	Barsi Light ...	Bihar and Orissa and Hyderabad.	1910	...	...	...	3,107	15·37	6·50
				1911	...	...	...	3,291	15·45	6·50
				1912	...	...	...	4,857	17·76	7·65
				1913-14	...	...	...	5,366	15·52	4·06
				1914-15	...	...	...	4,978	15·47	3·93
34	...	Bengal Provincial ...	Bihar and Orissa ...	1910	...	...	...	1,424	4·70	1·75
				1911	...	...	...	1,670	4·38	1·50
				1912	...	...	...	1,818	5·02	2·12
				1913-14	...	...	...	1,884	6·47	3·96
				1914-15	...	...	...	1,990	5·19	2·50
2	(m) to (r)	Bilimora-Kalamba, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso, and Rajpipla State.	Africa, England, Bihar and Orissa and Hyderabad.	1910	...	...	...	2,492	18·77	*a*
				1911	...	...	...	2,970	16·89	*a*
				1912	...	...	...	3,439	16·17	*a*
				1913-14	...	...	...	4,418	15·93	*a*
				1914-15	65	21·42	*a*	4,869	15·69	*a*
35	...	Bakhtiarpur-Bihar Light.	*a*	...	...	...	...	*a*	*a*	*a*
38	...	Champaner-Shivrajpur Light.	Bihar and Orissa, Central India and Central Provinces.	1911	...	...	...	448	14·51	3·50
				1912	...	...	...	754	13·78	3·25
				1913-14	...	...	...	649	14·84	4·50
				1914-15	...	...	...	608	15·24	4·58

DIX 13—*contd.*

per ton during the calendar years 1910 to 1912 and the financial years 1913-14 and 1914-15.

where they differ from the corresponding figures in the earlier Reports.

Locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
194	4·90	4·90	5·03	42·38	39·24	827·80	204·56	*a* Information not available.
226	6·26	6·26	2·65	47·25	43·55	909·47	210·00	
266	10·11	10·11	5·05	53·04	48·50	853·18	230·50	
304	10·00	10·00	3·72	49·89	44·86	769·04	210·73	
275	10·00	10·00	2·65	51·47	49·01	973·68	241·38	
b 50	10·00	10·00	*a*	40·04	36·03	1,223·90	239·24	*b* Old sleepers used for lighting purposes.
32	10·00	10·00	*a*	42·27	35·90	1,116·71	226·26	
34	10·00	10·00	*a*	42·70	37·53	1,001·47	235·58	
35	10·00	10·00	*a*	42·55	36·92	921·78	230·59	
42,584	5·49	4·64	*a*	47·72	41·45	828·56	237·46	
51,464	5·50	4·75	5·42	50·00	43·14	857·45	248·51	
58,052	5·69	4·76	6·06	50·71	43·77	912·91	246·52	
44,410	5·61	4·77	5·52	53·42	46·55	930·54	254·52	
44,467	5·54	4·76	6·00	55·36	48·91	1,024·70	262·04	
25	14·00	*a*	*a*	34·77	33·88	*a*	*a*	
33	10·50	*a*	*a*	30·06	29·51	*a*	*a*	
36	11·00	*a*	*a*	41·92	41·03	*a*	*a*	
34	11·00	*a*	*a*	39·44	38·57	*a*	*a*	
31	11·25	*a*	*a*	36·03	35·04	*a*	*a*	
19,059	4·41	3·19	4·60	47·03	35·10	783·89	200·18	
13,719	4·62	3·25	3·91	49·64	38·26	760·96	193·82	
2,936	4·00	3·19	2·68	54·64	41·45	806·27	228·33	
367	3·36	2·99	2·63	54·49	41·78	939·57	233·39	
...	...	...	3·08	51·61	39·71	1,052·10	233·25	
15,950	4·56	4·51	*a*	42·33	37·78	937·45	216·48	
17,921	4·74	4·67	*a*	43·19	38·49	882·96	209·80	
18,478	4·85	4·78	*a*	43·55	38·61	882·86	206·53	
15,928	5·13	5·06	*a*	44·36	39·25	939·14	208·85	
8,101	7·65	6·29	*a*	44·88	39·63	1,012·85	212·23	
15	5·04	5·04	5·04	37·61	35·16	1,189·63	188·43	
6	4·75	4·75	2·77	32·37	30·30	1,246·73	185·21	
15	7·93	7·93	3·76	35·61	33·47	1,532·83	221·09	
17	7·93	7·93	4·06	34·91	32·87	1,676·37	230·10	
15	7·93	7·93	4·06	34·99	32·70	1,740·64	212·73	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
99	7·81	6·00	6·61	48·51	42·41	1,161·20	386·40	
45	8·00	8·00	6·57	51·87	41·43	1,132·63	372·63	
28	10·92	8·00	7·68	53·97	44·36	992·89	327·06	
13	11·00	8·00	4·08	53·24	43·74	883·46	303·46	
12	11·15	8·00	3·96	52·23	44·44	892 80	315·65	
...	...	...	1·75	30·70	28·72	...	...	
...	...	...	1·50	30·34	29·10	...	...	
...	...	...	2·12	32·80	31·02	...	...	
...	...	...	3·96	37·41	35·13	...	...	
...	...	...	2·50	37 76	35·65	...	...	
104	3·68	3·35	*a*	28·71	28·00	*a*	*a*	
120	4 35	3 90	*a*	31·01	29·93	*a*	*a*	
131	5·36	4·37	*a*	33·40	31·12	*a*	*a*	
144	4·41	4·19	*a*	35·71	33·42	*a*	*a*	
174	3·98	3 86	*a*	35·87	33·18	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	3·50	36·88	36·57	*a*	*a*	
15	8·11	*a*	*a*	51·72	49 65	*a*	*a*	
11	9·04	*a*	*a*	52·17	51·20	*a*	*a*	
4	4·43	*a*	*a*	56·93	54·45	*a*	*a*	

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix I.)		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		2' 6" GAUGE—*contd.*				Rs.	Rs.		Rs.	Rs.
...	...	Cooch Behar ...	Assam and Bengal ...	1910	...	...	...	*b*	*b*	*b*
39	...	Cutch State ...	Bihar and Orissa ...	1910	...	...	...	320	20·19	*a*
				1911	...	...	...	380	19·60	*a*
				1912	...	...	...	375	28·19	*a*
				1913-14	...	...	...	281	19·25	3·50
				1914-15		...	...	569	15·26	*a*
40	...	Dehri-Rohtas Light	Bihar and Orissa ...	1911	...	...	...	441	5·50	2·25
				1912	...	...	...	573	6·25	3·00
				1913-14	...	...	...	686	7·75	4·50
				1914-15	...	...	...	8,31	7·62	4·25
41	...	Dholpur-Bari ...	Bihar and Orissa ...	1910	...	...	...	220	9·68	3·50
				1911	...	...	...	257	10·00	3·50
				1912	...	...	...	262	10·03	4·36
				1913-14	...	...	...	267	13·40	5·00
				1914-15		...	...	483	12·84	5·00
5	(*g*) & (*h*)	Dhond Baramati and Ellichpur-Yeotmal	Japan, Bengal, Bihar and Orissa and Central Provinces.	1913-14	...	...	...	668	11·64	3·69
				1914-15	2	20·65	*a*	3,225	10·28	*a*
43	...	Godhra-Lunavada ...	Bihar and Orissa, Central India and Central Provinces.	1913-14	...	...	...	84	15·30	4·50
				1914-15	...	...	...	255	14·14	4·58
1	(*b*) to (*h*)	Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj State, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi, and Raipur-Dhamtari.	Bihar and Orissa and the Central, Provinces.	1910	...	...	...	33,254	6·21	5·05
				1911	...	...	...	35,344	6·18	4·25
				1912	...	...	...	37,755	6·04	3·69
				1913-14	...	...	...	45,096	6·36	4·06
				1914-15		...	...	47,878	6·69	4·32
8	(*m*), (*o*) & (*p*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	Africa, Bihar and Orissa Baluchistan and the Punjab.	1910	...	...	...	3,986	15·56	3·83
				1911	...	...	...	3,693	18·42	3·51
				1912	...	...	...	3,408	13·10	3·29
				1913-14	288	21·57	3·71	2,976	14·51	4·09
				1914-15	11	28·92	3·71	3,940	14·75	4·54
44	...	Jessore-Jhenidah	Bihar and Orissa ...	1913-14	...	...	...	355	9·50	*a*
				1914-15	...	...	...	*a*	*a*	*a*
45	...	Kolar District ...	Bihar and Orissa ...	1913-14	...	...	...	64	20·00	4·00
				1914-15	...	...	...	89	20·00	7·00
8	(*n*)	Kalka-Simla ...	Bihar and Orissa, England, Baluchistan and the Punjab.	1910	...	...	...	8,282	14·30	3·83
				1911	9	37·98	*a*	7,999	14·06	3·51
				1912	11	41·95	*a*	8,189	13·88	3·29
				1913-14	...	...	...	8,448	15·16	4·09
				1914-15	...	...	...	7,771	15·29	4·54
46	...	Madaya Light ...	*a*	...	...	...	...	*a*	*a*	*a*
10	(*f*) & (*k*).	Morappur-Hosur and Tirupattur-Krishnagiri.	Bihar and Orissa and Hyderabad.	1910	...	...	...	1,483	15·22	2·98
				1911	...	...	...	1,608	16·02	3·19
				1912	...	...	...	1,420	15·87	3·00
				1913-14	...	...	...	2,041	18·21	3·50
				1914-15	...	...	...	2,201	16·84	4·00
23	...	Morvi	Bihar and Orissa ...	1910	...	...	...	409	14·56	2·37
				1911	...	...	...	366	14·75	2·25
				1912	...	...	...	475	15·50	2·50
				1913-14	...	...	...	487	15·65	3·50
				1914-15	...	...	...	336	16·60	4·38

DIX 13—*contd.*

per ton during the calendar years 1910 to 1912 and the financial years 1913-14 and 1914-15.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton‡				Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the *rate* of 2½ tons of wood to 1 ton of coal.)				
Wood.								
	Average cost per ton.		Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)					Remarks.
Actual quantity in tons.	Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
...	...	...	*b*	*b*	*b*	*b*	*b*	
2	20·16	*a*	*a*	24·41	16·77	*a*	*a*	
2	18·51	*a*	*a*	26·63	17·23	*a*	*a*	
2	15·96	*a*	*a*	25·44	16·15	*a*	*a*	
3	20·33	*a*	*a*	22·21	17·49	*a*	*a*	
2	17·08	*a*	*a*	43·77	35·00	*a*	*a*	
...	...	...	2·25	*a*	*a*	*a*	*a*	
...	...	...	3·00	*a*	*a*	*a*	*a*	
...	...	...	4·50	*a*	*a*	*a*	*a*	
...	...	...	4·25	*a*	*a*	*a*	*a*	
4	*c* 27·06	*c* 27·06	3·99	25·33	20·59	*a*	*a*	
4	*c* 18·00	*c* 18·00	3·75	30·81	22·72	*a*	*a*	
4	11·65	11·65	4·52	36·44	23·84	*a*	*a*	
3	9·97	9·97	5·02	30·14	20·39	*a*	*a*	
2	8·51	8·51	5·03	40·37	30·07	*a*	*a*	
...	...	...	3·69	40·07	38·33	*a*	*a*	
30	9·34	6·82	*a*	49·41	47·18	*a*	*a*	
6	14·20	6·50	4·37	34·39	34·19	*a*	*a*	
8	2·98	2·98	4·56	29·57	29·09	*a*	*a*	
...	...	...	5·05	33·37	66·55	1,998·32	426·84	
...	...	...	4·25	39·12	71·76	2,066·72	451·96	
...	...	...	3·69	35·58	68·26	1,812·07	423·29	
...	...	...	4·06	33·31	66·37	1,810·35	413·98	
...	...	...	4·32	39·87	71·33	2,074·80	432·46	
...	...	...	3·83	24·35	21·74	2,656·84	424·53	
...	...	...	3·51	22·54	20·64	2,314·64	386·94	
...	...	...	3·29	25·88	23·05	1,958·08	402·95	
...	...	...	4·05	29·69	25·08	2,007·78	384·40	
6	4·88	3·09	4·54	32·45	26·93	2,159·68	433·37	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	*a*	*c*	*a*	*a*	
3	8·00	8·00	4·34	26·30	22·40	*a*	*a*	
84	7·00	7·00	9·85	28·01	21·08	*a*	*a*	
4	5·63	5·63	4·73	67·97	53·16	5,900·92	859·99	
2	4·00	4·00	*a*	65·23	50·75	5,277·43	811·74	
6	6·25	4·16	*a*	66·48	53·28	4,400·03	731·03	
24	4·93	3·21	4·10	61·22	48·69	4,384·63	711·08	
65	4·89	3·09	4·55	60·91	44·40	4,360·16	715·45	
...	...	...	*a*	*a*	*a*	*a*	*a*	
160	4·27	4·24	3·29	41·33	41·04	3,588·14	452·30	
166	4·42	4·35	3·49	46·60	46·43	3,637·26	490·43	
113	4·49	4·46	3·24	39·64	39·57	3,256·92	424·66	
129	5·32	5·32	3·74	36·37	36·25	2,774·73	348·19	
82	7·51	7·51	4·21	34·03	33·93	2,716·88	312·05	
7	14·00	*a*	*a*	24·92	24·13	*a*	*a*	
7	10·50	*a*	*a*	22·07	21·27	*a*	*a*	
8	11·00	*a*	*a*	28·76	27·33	*a*	*a*	
9	11·00	*a*	*a*	28·43	27·39	*a*	*a*	
5	11·25	*a*	*a*	20·67	19·57	*a*	*a*	

a Information not available.

b Converted to the 5′ 3⅜″ gauge and included with the Eastern Bengal railway 5′ 3⅜″ gauge section, *vide* No. 3 (*b*) to (*d*).

c The increase in the price per ton was due to the consumption of unserviceable sleepers as firewood.

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix I).		Railways.	Sources of supply.	Year.	Description of fuel with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		2' 6" GAUGE—*concld.*				Rs.	Rs.		Rs.	Rs.
47	...	Nadiad-Kapadvanj...	Bihar and Orissa, Central India and Central Provinces.	1913-14	...	...	...	616	16·37	4·50
				1914-15	...	...	...	675	14·78	4·58
				1910	...	...	...	...	...	...
				1911	...	...	...	...	...	...
				1912	...	...	...	...	...	...
25	(*c*)	Powayan Light ...	Bihar and Orissa ...	1913-14	...	...	...	737	10·31	2·00
				1914-15	...	...	...	695	10·87	2·66
46	...	Shahdara (Delhi)-Saharanpur Light.	Bihar and Orissa ...	1910	...	...	...	1,838	13·22	5·22
				a	...	...	...	*a*	*a*	*a*
				1910	...	...	...	374	15·19	*a*
				1911	...	...	...	396	13·50	*a*
49	...	Tezpore-Balipara ... Light.	Assam ...	1912	...	...	...	467	13·50	*a*
				1913-14	...	...	...	517	13·50	*a*
				1914-15	...	...	...	603	15·19	*a*
8	(*g*)	Trans Indus (Kaisbagh-Bannu).	Bihar and Orissa ...	1913-14	...	...	...	2,676	14·70	4·09
				1914-15	...	...	...	3,899	11·93	4·54
		2' 0" GAUGE.								
				1910	...	...	...	4,322	10·69	4·00
				1911	...	...	...	4,771	9·44	2·75
50	...	Darjeeling-Himalayan	Bihar and Orissa ...	1912	...	...	...	5,145	9·44	2·75
				1913-14	...	...	...	5,613	10·00	3·50
				1914-15	...	...	...	5,059	10·00	3·50
51	...	Darjeeling-Himalayan Extensions.	.....	1914-15	...	...	...	*a*	*a*	*a*
				1910	...	...	...	3,123	9·75	2·50
				1911	...	...	...	3,687	9·77	2·40
52	...	Gwalior Light ...	Bihar and Orissa ...	1912	...	...	...	5,307	11·50	4·00
				1913-14	...	...	...	5,849	12·06	4·50
				1914-15	...	...	...	4,984	11·94	4·25
53	...	Howrah-Amta Light	*a* ...	...	...	...	...	*a*	*a*	*a*
54	...	Howrah-Sheakhala Light.	*a* ...	...	...	...	...	*a*	*a*	*a*
				1911	...	...	...	75	11·71	3·09
				1912	...	...	...	182	12·53	4·23
55	...	Jagadhri Light ...	Bihar and Orissa ...	1913-14	...	...	...	173	14·44	6·19
				1914-15	...	...	...	181	12·98	4·73
				1910	...	...	...	704	15·45	*a*
				1911	...	...	...	835	13·75	*a*
56	...	Jorhat (Provincial)	Assam ...	1912	...	...	...	960	13·75	9·79
				1913-14	...	...	...	968	13·77	8·97
				1914-15	...	...	...	1,043	13·77	8·97
				1910	...	...	...	312	13·90	*a*
				1911	...	...	...	358	17·81	*a*
5	(*i*)	Matheran Light ...	Bengal and Bihar and Orissa.	1912	...	...	...	462	17·25	6·00
				1913-14	...	...	...	473	17·50	5·87
				1914-15	...	...	...	469	17·50	5·50
				1910	...	...	...	21	15·00	4·00
				1911	...	...	...	189	26·00	*a*
c20	(*f*)	Pipar-Bilara Light ...	Bihar and Orissa ...	1912	...	...	...	312	15·00	*a*
				1913-14	...	...	...	284	15·84	3·67
				1914-15	...	...	...	236	12·75	2·56
58	...	Tarikere-Narasimharajapura.	*a*	1914-15	...	...	...	*a*	*a*	*a*
				1910 *b*	52,147	...	...	3,801,248	...	...
				1911 *c*	33,139	...	...	4,323,020	...	...
		TOTAL ...	...	1912 *d*	118,582	...	...	4,500,618	...	...
				1913-14*d*	298,582	...	...	4,702,479	...	...
				1914-15*e*	89,211	...	...	4,948,310	...	...

DIX 13—*concld.*

per ton during the calendar years 1910 to 1912 and the financial years 1913-14 and 1914-15.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
7	7·92	6·50	4·57	31·56	31·10	*a*	*a*	*a* Information not available.
10	6·29	6·29	4·53	36·19	36·02	*a*	*a*	
1,416	3·57	3·37	3·17	21·44	18·99	*a*	*a*	
1,578	3·74	3·44	3·60	24·06	21·70	*a*	*a*	
1,586	3·57	3·19	3·62	24·51	21·94	*a*	*a*	
9	3·00	2·99	2·63	28·40	25·09	*a*	*a*	
...	...	...	2·63	27·21	25·02	*a*	*a*	
11	5·04	5·04	5·22	30·22	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	25·78	*a*	*a*	*a*	
...	...	...	*a*	28·00	*a*	*a*	*a*	
...	...	...	*a*	31·57	*a*	*a*	*a*	
...	...	...	*a*	33·59	*a*	*a*	*a*	
...	...	...	*a*	36·93	*a*	*a*	*a*	
22	4·77	3·05	4·10	59·81	48·94	2,530·78	492·53	
11	4·80	3·09	4·54	78·27	62·43	2,348·25	551·55	
...	...	...	4·00	37·57	37·57	*a*	*a*	
...	...	...	2·75	57·36	57·36	*a*	*a*	
...	...	...	2·75	41·02	41·02	*a*	*a*	
...	...	...	3·50	42·07	42·07	*a*	*a*	
...	...	...	3·50	40·28	40·28	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
35	6·00	6·00	2·56	35·83	35·16	*a*	*a*	
39	6·00	6·00	2·37	35·22	35·21	*a*	*a*	
34	6·00	6·00	4·03	48·15	43·04	*a*	*a*	
41	6·00	6·00	5·25	53·39	47·74	*a*	*a*	
47	6·00	6·00	5·12	47·12	41·19	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
24	11·71	11·71	16·18	33·19	16·59	*a*	*a*	
27	11·00	11·00	7·64	26·43	13·21	*a*	*a*	
7	11·00	11·00	8·59	30·04	15·03	*a*	*a*	*b* Excluding the Barasset-Basirhat, Bukhtiarpur-Bihar, Howrah-Amta, Howrah-Sheakhala and the Deoghur railways.
7	11·00	11·00	7·83	29·47	14·73	*a*	*a*	
...	...	...	*a*	31·01	*a*	*a*	*a*	
...	...	...	*a*	35·64	*a*	*a*	*a*	
...	...	...	9·79	40·36	*a*	*a*	*a*	*c* Excluding the Barasset-Basirhat, Bukhtiarpur-Bihar, Howrah-Amta Howrah-Sheakhala, Arrah-Sasaram and Shahdara (Delhi)-Saharanpur Light railways.
...	...	...	8·97	40·92	*a*	*a*	*a*	
...	...	...	8·97	44·93	*a*	*a*	*a*	
1	7·00	6·25	*a*	51·66	38·66	*a*	*a*	
2	7·00	6·25	*a*	53·20	53·20	*a*	*a*	
2	8·50	7·00	6·02	55·45	52·45	*a*	*a*	
...	...	...	5·87	35·04	32·16	*a*	*a*	
...	...	...	5·50	67·02	65·51	*a*	*a*	*d* Excluding the railways mentioned in note *c* and the Madaya Light railway.
...	...	...	4·00	32·30	32·30	*a*	*a*	
...	...	...	*a*	28·30	28·30	*a*	*a*	
...	...	...	*a*	32·16	32·16	*a*	*a*	
2	10·00	10·00	*a*	34·19	34·19	*a*	*a*	*e* Excluding the railways mentioned in note *d* and the Bangalore-Chik Ballapur, Darjeeling-Himalayan Extensions, Jessore-Jhenidah and Tarikere-Narasimharajapura railways.
2	10·00	10·00	2·65	27·35	27·34	3,228·37	936·72	
...	...	...	*a*	*a*	*a*	*a*	*a*	
126,158	...	...	...	...	...	...	...	
132,860	...	...	...	...	...	...	...	
120,579	...	...	...	...	...	...	...	
106,412	...	...	...	...	...	...	...	
95,598	...	...	...	...	...	...	...	

Quantity of Indian coal mined during the calendar years 1892 to 1914, quantity of coal by sea to Indian ports and to foreign ports outside India including Burma, and quantity financial

Particulars.	1892	1893	1894	1895	1896	1897	1898	1899
1	2	3	4	5	6	7	8	9
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Quantity of coal mined in each Province—								
Assam	164,050	161,420	169,448	172,717	177,239	185,533	200,329	225,623
Baluchistan	13,284	20,094	24,753	25,458	26,237	12,043	13,372	15,522
Bengal	1,920,050	1,902,866	2,035,934	2,716,155	3,037,220	3,142,497	3,622,093	4,035,265
Bihar and Orissa	*	*	*	*	*	*	*	*
Burma...	3,670	9,938	12,111	17,289	22,903	11,473	6,075	8,105
Central India	88,623	94,318	132,837	118,479	115,386	124,778	134,726	164,569
Central Provinces	132,005	135,719	140,495	122,776	141,185	131,629	149,709	155,576
Kashmir	...	...	...	...	...	...	...	...
Madras	61	502	1,337	1,737	...	...	...	...
Nizam's Territory	149,601	157,421	240,525	222,915	262,681	365,650	394,622	401,216
North-West Frontier Province	...	...	...	...	...	...	...	...
Punjab	66,352	77,294	66,467	72,493	79,017	92,782	85,862	81,835
Rajputana (Bikaner)	...	...	...	...	...	...	511	4,243
United Provinces	...	...	...	...	1,000	...	...	...
Total ...	2,537,696	2,562,091	2,823,907	3,540,019	3,863,068	4,066,294	4,608,196	5,093,260
Quantity of Indian coal consumed by the locomotives on the railways in India.	885,492	924,990	1,062,748	1,119,621	1,182,051	1,328,120	1,418,241	1,560,771
Quantity of Indian coal exported by sea—								
To Indian Ports, excluding Burma	†	†	143,813	162,276	239,842	731,742	737,689	672,311
To ports outside of India, including Burma	‡15,725	‡52,302	154,282	211,407	191,030	390,079	490,290	467,306
Quantity of foreign coal imported into India—								
From the United Kingdom	§628,374	§616,319	§675,013	§773,073	§221,420	§210,257	§297,076	§406,451
From other countries	§22,123	§18,066	§57,112	§15,489	§93,212	§17,016	§34,200	§113,064

* The quantity of coal mined during these years has been included with the output of Bengal.
† Information not available.
‡ These figures are for the official year and exclude Burma.
§ Excludes the quantity of coal imported on Government Account.

DIX 14.

consumed by locomotives on the railways in India and quantity of Indian coal exported of foreign coal imported into India, during the calendar years 1892 to 1912 and during the years 1913-14 and 1914-15.

1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
216,736	254,100	221,096	239,328	266,765	277,065	285,400	295,795	275,224	305,563	297,236	294,893	297,100	270,862	305,100
23,281	24,656	33,889	46,909	49,867	41,725	42,164	42,488	45,212	52,449	52,614	45,707	54,386	52,932	48,234
4,978,492	5,487,585	6,259,236	6,361,212	7,063,680	7,234,103	8,617,820	9,993,348	11,559,911	10,660,811	10,778,530	11,468,904	4,306,129	4,649,985	4,424,557
*	*	*	*	*	*	*	*	*	*	*	*	9,126,385	10,227,557	10,661,062
10,228	12,466	13,302	9,306	1,105	...	1,222	...	...	...	...	...	...	...	...
164,489	164,362	171,538	193,277	185,774	157,701	170,292	178,588	155,107	121,546	130,400	143,557	149,921	148,978	152,906
172,842	191,516	196,981	159,154	139,027	147,265	92,548	134,088	213,789	238,100	220,437	211,616	233,996	235,651	244,745
...	...	1,060	999	270	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
469,291	421,218	455,424	362,733	419,546	454,294	467,924	414,221	444,211	442,892	506,173	505,380	481,652	552,138	555,991
...	...	...	...	...	...	...	...	90	96	90	140	50	90	94
74,083	67,730	55,373	43,704	45,594	62,622	73,119	60,749	54,794	37,208	49,189	30,575	38,409	51,040	54,303
9,250	12,094	16,503	21,764	45,078	42,964	32,372	28,062	21,297	11,449	12,744	14,761	18,251	18,781	17,211
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6,118,692	6,635,727	7,424,402	7,438,386	8,216,700	8,417,739	9,783,251	11,147,339	12,769,635	11,870,114	12,047,413	12,715,533	14,706,339	16,208,009	16,464,263
													1913-14	1914-15
1,858,061	1,956,631	2,091,992	2,203,889	2,447,341	2,656,530	2,863,878	3,285,444	3,558,539	3,657,896	3,801,248	4,223,020	4,590,618	4,702,479	4,948,310
1,030,709	1,157,892	974,602	1,235,318	1,447,867	1,635,263	1,830,793	1,865,056	2,124,642	1,716,823	1,851,322	1,601,086	1,757,075	1,844,485	1,469,714
711,874	845,953	728,316	723,873	896,885	1,144,680	1,394,732	1,040,242	1,045,695	912,154	1,391,248	1,253,971	1,325,288	1,203,478	1,041,339
§91,710	§112,519	§198,574	§133,711	§176,705	§147,700	§199,215	§237,176	§173,483	§311,252	§261,316	§245,043	§144,804	210,955	177,937
§43,939	§79,108	§20,773	§30,429	§77,169	§50,024	§27,150	§74,412	§211,840	§179,169	§54,744	§73,626	§415,287	553,103	242,953

APPEN

Details of working of State collieries, worked by

Colliery.	Owned by.	Province.	Year.	Capital outlay.	Output.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Ballarpur	Central Provinces Administration.	Central Provinces.	1910	7,59,090	66,639	*26,638	...	93,277
			1911	7,83,071	69,576	27,027	...	96,603
			1912	7,47,461	61,722	...	24,695	86,417
Dandot	North Western railway.	Punjab ...	1910	2,37,306	20,001	...	11,981	31,982
			1911	90,315	12,798	...	5,462	18,260
			1912	38,557	...	...	...	...
Kurhurbaree and Serampore..	East Indian railway.	Bihar and Orissa.	1910	30,85,406	446,387	41,326	71,822	559,535
			1911	30,55,323	501,536	45,857	85,385	632,778
			1912	30,37,537	530,917	42,551	90,373	663,841
			1913-14	33,87,565	556,016	47,296	96,054	699,366
			1914-15	36,58,317	564,471	51,082	101,375	716,928
Mohpani	Great Indian Peninsula railway.	Central Provinces.	1910	8,55,901	37,741	...	§1,742	39,483
			1911	8,33,887	48,861	...	§3,121	51,982
			1912	9,02,920	53,765	...	§3,091	56,856
			1913-14	10,69,820	52,829	3,927	§5,893	62,644
			1914-15	10,43,439	51,265	2,366	§5,084	58,715
Khost ...	North Western railway.	Baluchistan	1910	2,96,415	429	†37	‡44,293	44,759
			1911	2,80,743	1,085	†90	‡38,033	39,158
			1912	2,82,702	1,697	†147	‡36,408	38,242
			1913-14	2,47,133	1,337	†116	‡35,954	37,407
			1914-15	2,21,369	336	†29	‡36,088	36,453
Khost pressed fuel factory ...	North Western railway.	Baluchistan	1910	29,068	...	...	...	‖19,460
			1911	37,104	...	...	...	‖20,659
			1912	45,516	...	...	...	‖19,809
			1913 14	46,134	...	...	...	‖19,744
			1914-15	43,675	...	...	...	‖17,966
Maranpur pressed fuel factory	North Western railway.	Punjab ...	1910	54,650	...	...	...	‖5,897
			1911	50,551	...	...	...	...
			1912	45,551	...	...	...	...

* Includes slack coal.
† Nut coal.
‡ Mixed coal.
§ Splint coal.
‖ Pressed fuel.

DIX 15.

either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Remarks.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.		Tons.			
95,662	4,06,822	2,58,097	1,48,725	19·59	688	136	...	1	The decrease in the capital outlay in 1912 was due chiefly to fluctuations in suspense balances affecting charges to capital. The Colliery was sold to a private firm and handed over on the 1st April 1913.
96,603	4,04,168	2,65,813	1,38,350	17·67	735	131	1	1	
86,417	3,51,490	2,35,193	1,16,297	15·56	633	136	...	1	
31,982	2,18,168	2,18,195	—27	...	859	37	1	4	The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation during the year, and also to credits afforded on account of the sale of plant and the transfer of stores, owing to the closing of the colliery from the 1st June 1911, and in 1912 to credits, afforded for the sale of materials.
18,260	1,27,060	93,102	33,958	37·60	921	20	1	3	
...	...	*11,378	—11,378	...	...	...	...	...	
568,752	†10,32,324	10,32,324	...	...	5,789	97	4	2	The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1890. The decrease in the capital outlay in 1912 was due to the expenditure on capital works being less than credits to the Sinking Fund.
641,388	†12,89,572	12,89,572	...	...	6,257	101	3	5	
661,248	†11,73,388	11,73,388	...	...	6,772	98	5	11	
699,026	†10,58,198	10,58,198	...	...	7,100	98	3	13	
675,369	†12,62,994	12,62,994	...	...	8,663	83	3	9	
38,961	2,14,438	2,67,168	—52,730	...	966	41	...	1	The capital outlay is made up of the purchase money, £40,000, and the expenditure incurred from the date of purchase, 1st July 1906. The decrease in the capital outlay in 1914-15 is due to credits to the Sinking Funds.
50,890	2,81,530	3,14,829	—33,299	...	1,087	48	1	2	
60,241	3,01,562	3,36,286	—34,724	...	1,095	53	1	...	
63,761	3,14,929	4,09,096	—94,167	...	1,194	53	...	2	
58,854	3,03,260	4,76,984	—1,73,724	...	1,264	46	1	5	
42,829	4,31,151	3,84,880	46,271	15·61	782	55	4	6	The decrease in the capital outlay in 1913-14 was due chiefly to depreciation charges at 7½ per cent. adjusted by credit to Block Account and debit to profits of the colliery. The decrease in the capital outlay in 1914-15 was due chiefly to the Sinking Fund charge at annas 8 per ton levied on the total output to redeem the life of the colliery in addition to 3½ per cent on the capital outlay.
39,574	3,49,248	3,41,769	7,479	2·66	754	52	7	3	
39,089	3,37,727	3,46,251	—8,524	...	761	50	7	7	
38,335	3,24,696	3,19,762	4,934	1·99	749	50	8	10	
36,155	3,00,560	2,90,505	10,055	4·54	667	55	4	8	
19,460	2,35,074	2,34,955	119	0·41	29	671	...	...	The capital outlay is made up of the purchase money, Rs. 24,927, and the expenditure incurred from the date of purchase. The decrease in the capital outlay in 1914-15 was due chiefly to depreciation charges at 7½ per cent adjusted by credit to Block Account and debit to profits of the colliery.
20,659	2,50,790	2,35,642	15,148	40·82	30	689	...	...	
19,809	2,38,956	2,37,669	1,287	2·88	34	583	...	...	
19,744	2,38,762	2,37,828	934	2·02	31	637	...	...	
17,966	2,16,642	2,20,095	—3,453	...	30	599	...	...	
5,897	67,919	34,919	33,000	60·29	11	536	...	...	The factory was closed on the 31st December 1910, but the accounts were not finally closed till 1912, as land, buildings and some machinery remained to be disposed of. The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation.
...	...	73	—73	...	...	...	...	...	
...	...	‡—153	153	0·34	...	...	...	...	

* The working expenses represent expenditure on dismantling the colliery and the pay of a clerk from 1st January to 30th April 1913.

† Coal issued to railway at cost price.

‡ Represents cost of stores returned to the Stores Depôt for which credit has been afforded during the year.

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	Engines.				Coaching		
							Saloons, Royal and State.		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10
		5′ 6″ gauge.							
1	(a)	Bengal-Nagpur ...	89	...	379	468	...	...	...
2	(a) to (e)	Bombay, Baroda and Central India.	135	...	214	349	...	...	...
3	(a)	Eastern Bengal ...	103	73	111	287	...	...	...
4	(a) to (c)	East Indian	204	837	176	1,217	...	...	2
5	(a) to (f)	Great Indian Peninsula ...	324	633	188	1,145	...	...	...
6	(a) & (b)	Madras and Southern Mahratta	71	...	179	250	...	1	1
7	(a) & (b)	Nizam's Guaranteed State ...	...	21	50	71	5	...	6
8	(a) to (l)	North Western ...	331	927	77	1,335	...	...	...
9	(a) to (c)	Oudh and Rohilkhand ...	99	...	177	276	...	...	10
10	(a)	South Indian	31	...	95	126	...	...	...
...	...	Bombay Port Trust ...	...	13	...	13	...	...	...
...	...	Calcutta Port Commissioners'	...	58	...	58	...	...	...
		Total ...	1,387	2,562	1,646	5,595	5	1	19
		3′ 3¾″ gauge.							
11	...	Assam-Bengal	5	...	113	118	...	...	1
12	...	Bengal and North-Western ...	54	...	274	328	...	2	...
13	...	Bengal Doears	...	...	10	10	...	...	...
14	...	Bhavnagar State ...	...	...	20	20	...	...	...
2	(f) to (l)	Bombay, Baroda and Central India.	219	...	283	502	...	...	1
15	...	Burma	12	...	319	331	...	...	2
17	...	Dibru-Sadiya	...	...	26	26	...	...	...
3	(b) to (d)	Eastern Bengal	88	69	95	252	...	...	1
18	...	Gondal-Porbandar State ...	...	...	17	17	...	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley	15	16	40	71	...	1	3
19	...	Jamnagar	...	...	4	4	...	...	...
20	(a) to (e)	Jodhpur-Bikaner ...	...	...	104	104	1	...	4
21	...	Junagad State	...	...	11	11	...	...	2
6	(c) to (l)	Madras and Southern Mahratta	42	27	235	304	...	...	8
22	...	Morvi	3	2	5	10	...	...	1
25	(a) & (b)	Rohilkund and Kumaon ...	7	2	56	65	...	...	...
10	(b) to (i)	South Indian	35	...	285	320	...	...	3
26	...	Udaipur-Chitorgarh ...	...	...	4	4	...	...	...
		Total ...	480	116	1,901	2,497	1	3	26

DIX 16.

railway on the 31st March 1915.

VEHICLES.									
Reserved carriages.			Dining cars.			First class carriages.			Number.
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	Main head.
11	12	13	14	15	16	17	18	19	20
36	...	2	...	...	6	25	...	...	1
25	5	5	...	...	5	1	...	6	2
23	...	1	...	...	2	12	...	1	3
51	2	9	...	...	9	62	...	22	4
32	...	4	...	...	21	50	...	27	5
13	6	1	...	...	4	17	...	...	6
12	...	1	1	...	...	9	...	...	7
75	8	27	...	...	18	54	...	...	8
28	...	2	...	...	3	32	...	...	9
5	2	...	1	...	...	4	1	...	10
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
300	23	52	2	...	68	266	1	56	
25	...	8	...	...	3	...	...	...	11
15	9	2	...	3	...	6	29	...	12
4	1	...	1	...	...	...	3	...	13
3	...	1	...	...	...	5	...	...	14
59	...	15	...	...	5	11	...	4	2
25	1	18	...	...	1	12	...	2	15
...	...	...	...	...	...	...	...	...	17
18	10	6	...	...	1	3	13	8	3
6	...	1	...	...	...	2	...	...	18
4	5	2	...	...	...	...	6	...	7
1	...	...	...	...	...	3	...	...	19
14	...	1	1	...	4	...	...	...	20
3	...	2	...	...	...	2	...	...	21
9	...	6	...	...	8	41	...	4	6
3	...	...	...	...	...	...	...	...	22
5	3	...	...	1	1	5	3	...	25
9	...	15	...	...	6	13	...	25	10
1	...	...	...	...	...	1	...	...	26
204	29	77	2	4	29	104	54	43	

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	Engines.				Coaching		
							Saloons, Royal and State.		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10
		2' 6" gauge.							
29	...	Arrah-Sasaram Light ...	...	...	5	5	...	...	...
30	...	Bangalore-Chik Ballapur Light	...	Information not available.			...	...	...
32	...	Baraset-Basirhat Light ...	...	...	7	7	...	...	...
33	...	Barsi Light	...	...	13	13	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	...	...	86	86	...	...	...
34	(*a*)	Bengal Provincial ...	...	...	6	6	...	...	...
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	27	27	2	...	1
35	...	Bukhtiarpur-Bihar Light ...	...	...	4	4	...	...	...
38	...	Champaner-Shivrajpur Light...	...	...	4	4	...	...	...
39	...	Cutch State	...	...	5	5	...	...	...
40	...	Dehri-Rohtas Light ...	...	...	3	3	...	...	...
41	...	Dholpur-Bari	...	...	4	4	...	...	...
5	(*g*)	Dhond-Baramati	...	...	2	2	...	...	...
3	(*b*)	Eastern Bengal	...	...	5	5	...	...	...
5	(*h*)	Ellichpur-Yeotmal ...	...	...	7	7	...	...	...
43	...	Godhra-Lunavada ...	...	...	2	2	...	...	...
8	(*m*), (*o*) & (*p*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera Durgai.	...	...	32	32	...	...	...
44	...	Jessore-Jhenidah ...	...	...	4	4	...	...	...
8	(*n*)	Kalka-Simla	...	...	24	24	...	...	...
45	...	Kolar District ...	...	...	3	3	...	...	...
46	...	Madaya Light	...	Information not available.			...	...	...
10	(*j*) & (*k*)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	9	9	...	...	...
22	...	Morvi	3	1	1	5	...	...	...
1	(*d*)	Mourbhanj State ...	...	...	3	3	...	...	...
47	...	Nadiad-Kapadvanj ...	...	...	3	3	...	...	...
1	(*f*)	Parlakimedi Light ...	...	...	3	3	...	...	1
25	(*c*)	Powayan Light ...	...	...	5	5	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	...	...	8	8	...	...	...
49	...	Tezpore-Balipara Light ...	...	...	4	4	...	...	...
8	(*q*)	Trans Indus (Kalabagh-Bannu)	...	...	7	7	...	...	...
		Total ...	3	1	286	290	2	...	2
		2' 0" gauge.							
50	...	Darjeeling-Himalayan ...	...	...	18	18	...	...	2
51	...	Darjeeling-Himalayan Extensions.	...	Information not available.			...	...	...
52	...	Gwalior Light	...	...	22	22	...	...	2
53	...	Howrah-Amta Light ...	...	...	17	17	...	...	...
54	...	Howrah-Sheakhala Light ...	...	...	4	4	...	...	...
55	...	Jagadhri Light	...	...	2	2	...	...	...
56	...	Jorhat (Provincial) ...	...	...	8	8	...	...	...
5	(*i*)	Matheran Light	...	...	5	5	...	...	...
20	(*f*)	Pipar-Bilara Light ...	...	...	2	2	...	...	...
58	...	Tarikere-Narasimharajapura ...	...	Information not available.			...	...	...
		Total ...	...	...	78	78	...	...	4
		Grand total ...	1,870	2,679	3,911	8,460	8	4	51

DIX 16—*contd.*

railway on the 31st March 1915.

VEHICLES.										Number.
Reserved carriages.			Dining cars.			First Class carriages.				
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.		Main head.
11	12	13	14	15	16	17	18	19		20
1	...	...	...	...	...	2	...	...		29
...	...	...	...	...	...	...	...	...		30
1	...	...	...	...	...	...	...	...		32
...	...	1	...	...	...	...	...	...		33
...	...	7	...	...	...	...	...	2		1
1	...	...	...	...	...	...	...	...		34
...	...	1	...	...	...	...	...	...		2
...	...	...	...	...	...	1	...	...		35
...	...	...	...	...	...	...	...	...		38
...	...	1	...	...	...	...	...	...		39
...	...	1	...	...	...	...	...	1		40
...	...	1	...	...	...	...	...	...		41
...	...	...	...	...	...	...	...	...		5
2	...	...	...	...	...	...	...	...		3
...	...	...	...	...	...	...	...	...		5
...	...	...	...	...	...	...	...	...		43
3	...	1	...	...	...	6	...	...		8
...	...	...	...	...	...	...	...	...		44
1	...	4	...	...	...	4	...	...		8
...	...	...	...	...	...	...	...	...		45
...	...	...	...	...	...	...	...	...		46
...	...	...	...	...	...	...	...	...		10
1	...	2	...	...	...	...	...	...		
...	...	...	...	...	...	2	...	...		
...	...	...	...	...	...	...	...	...		47
...	...	...	...	...	...	...	...	...		1
1	...	...	...	...	...	...	...	...		35
1	...	...	...	...	...	3	...	...		48
...	...	...	...	...	...	...	...	...		49
1	...	...	...	...	...	...	...	...		8
13	...	19	...	...	...	18	...	3		
3	...	2	...	...	...	15	...	...		50
...	...	...	...	...	...	...	...	...		51
...	...	3	...	...	...	...	...	7		52
1	...	...	...	...	...	...	...	...		53
...	...	...	...	...	...	...	...	...		54
...	...	...	...	...	...	...	...	...		55
...	...	...	...	...	2	...	...	6		56
2	...	...	...	...	...	14	...	...		5
...	...	...	...	...	...	...	...	...		20
...	...	...	...	...	...	...	...	...		58
6	...	5	...	...	2	29	...	12		
523	52	153	4	4	99	417	55	114		

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	COACHING								
			Composite, 1st and 2nd Class.			Composite, 1st, 2nd and 3rd Class. (For servants or otherwise.)			Other Composite carriages.		
Main head.	Sub-head.		4-wheel-ed.	6-wheel-ed.	Bogie.	4-wheel-ed.	6-wheel-ed.	Bogie.	4-wheel-ed.	6-wheel-ed.	Bogie.
21	22	23	24	25	26	27	28	29	30	31	32
		5' 6" *gauge.*									
1	(*a*)	Bengal-Nagpur ...	42	...	37	...	...	6	5	...	3
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	23	4	52	...	...	14	...	...	10
3	(*a*)	Eastern Bengal ...	44	...	29	...	...	...	...	...	32
4	(*a*) to (*c*)	East Indian	38	...	92	...	...	...	13	...	21
5	(*a*) to (*f*)	Great Indian Peninsula ...	61	...	143	...	...	12	...	...	*35
6	(*a*) & (*b*)	Madras and Southern Mahratta	51	...	13	...	...	18	10	...	20
7	(*a*) & (*b*)	Nizam's Guaranteed State	12	...	4	...	...	3	...	...	1
8	(*a*) to (*l*)	North Western ...	111	...	...	...	...	175	10	...	†35
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	44	...	15	...	...	...	4	...	51
10	(*a*)	South Indian	26	...	12	...	...	13	...	...	6
...	...	Bombay Port Trust ...	...	...	...	...	...	...	...	...	...
...	...	Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
		Total ...	452	4	397	...	...	241	42	...	214
		3' 3¾" *gauge.*									
11	...	Assam-Bengal... ...	6	...	28	...	...	...	...	...	34
12	...	Bengal and North-Western	30	16	16	...	...	...	...	...	1
13*	...	Bengal Dooars... ...	1	5	...	...	...	...	1	...	...
14	...	Bhavnagar State ...	3	...	7	...	...	2	...	...	1
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	44	...	73	...	...	51	...	...	...
15	...	Burma	26	...	25	...	...	49	...	...	23
17	...	Dibru-Sadiya	7	...	5	...	...	...	...	...	...
3	(*b*) to (*d*)	Eastern Bengal ...	13	33	33	...	...	...	...	...	21
18	...	Gondal-Porbandar State ...	3	...	6	...	...	...	...	...	...
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	...	11	9	...	...	...	...	2	3
19	...	Jamnagar	2	...	...	...	...	...	...	...	...
20	(*a*) to (*e*)	Jodhpur-Bikaner ...	21	...	3	...	...	...	...	...	§14
21	...	Junagad State ...	3	...	3	...	...	1	2	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta.	44	...	30	...	...	10	...	...	19
22	...	Morvi	5	...	3	...	...	...	...	...	...
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	3	3	6	...	...	2	...	...	4
10	(*b*) to (*i*)	South Indian	48	...	51	...	...	25	...	...	28
26	...	Udaipur-Chitorgarh ...	4	...	...	...	...	...	...	...	...
		Total ...	238	68	238	...	...	140	3	2	148

* Includes 4 composite restaurant and sleeping carriages.
† Includes 4 composite first, second and dining cars.
‡ Includes 3 third class carriages with dining accommodation.
§ Includes 2 composite first, second and dining cars.

DIX 16—*contd.*

railway on the 31st March 1915.

VEHICLES—*contd.*

Second class.			Second class with postal accommodation.	Intermediate class.					Composite, Intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.		Number.
							Ambulance.								
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.	Main head.
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
27	...	...	...	22	...	27	...	...	23	3	...	...	248	...	1
18	...	17	...	...	...	...	...	...	...	...	...	...	92	33	2
12	...	1	...	22	...	14	7	...	52	6	4	...	156	...	3
60	...	15	...	51	...	45	...	...	154	...	8	...	524	...	4
118	...	20	22	3	...	...	...	...	13	...	...	...	452	...	5
19	4	2	...	4	...	...	...	...	7	...	...	...	212	...	6
10	...	...	...	...	...	...	...	...	...	...	...	...	42	...	7
63	...	...	...	111	...	13	...	...	231	...	...	...	240	...	8
29	...	...	...	31	...	3	...	...	77	...	2	...	40	...	9
26	...	...	...	...	...	...	...	...	...	...	...	...	85	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
382	4	55	22	244	...	102	7	...	557	9	14	...	2,031	33	
...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	11
8	26	...	...	...	32	...	...	...	78	...	...	...	221	355	12
...	1	...	...	...	...	...	...	...	4	...	...	...	2	20	13
3	...	...	2	...	...	...	...	...	...	...	...	...	45	...	14
32	...	...	...	24	...	4	...	...	11	3	...	...	452	...	2
28	...	...	...	...	...	...	...	...	...	...	...	...	170	...	15
...	...	...	...	...	...	...	...	...	...	...	11	...	28	...	17
9	...	1	...	39	...	12	...	...	57	2	2	...	188	...	3
4	...	...	2	...	...	...	...	...	...	...	...	...	32	...	18
...	10	...	...	...	...	...	...	...	...	...	...	...	...	51	7
...	...	...	...	...	...	...	...	...	...	...	...	...	14	...	19
9	...	...	...	17	...	...	...	...	3	...	...	...	60	...	20
1	...	...	1	...	...	...	...	...	...	...	...	...	10	...	21
23	...	7	...	...	...	...	...	...	...	...	2	...	245	...	6
1	...	...	3	...	...	...	...	...	...	...	...	...	28	...	22
2	3	...	...	3	...	...	...	...	10	...	8	...	51	29	25
24	...	15	...	...	...	...	...	...	...	...	...	...	285	1	10
1	...	...	...	...	...	...	...	...	2	...	...	...	18	...	26
145	40	23	8	33	32	16	...	...	174	5	23	...	1,849	456	

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	COACHING								
			Composite, 1st and 2nd class.			Composite 1st, 2nd and 3rd class. (For servants or otherwise.)			Other composite carriages.		
Main head.	Sub-head.		4-wheeled.	6 wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
21	22	23	24	25	26	27	28	29	30	31	32
		2' 6" gauge.									
29	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...	...
30	...	Bangalore-Chik Ballapur Light.	Information not available.			...	...	...	...	...	...
32	...	Baraset-Basirhat Light ...	4	...	...	...	...	...	...	...	...
33	...	Barsi Light	...	...	4	...	...	...	...	...	6
1	(b), (c), (e), (g) & (k)	Bengal-Nagpur ...	2	...	21	...	...	2	...	...	6
34	(a)	Bengal Provincial ...	2	...	...	...	...	...	1	...	...
2	(m) to (r)	Bombay, Baroda and Central India.	...	...	...	...	...	...	...	...	9
35	...	Bukhtiarpur-Bihar Light ...	3	...	...	...	...	...	1	...	...
38	...	Champaner-Shivrajpur Light	...	...	...	...	...	...	...	...	2
39	...	Cutch State	...	...	1	...	...	...	...	...	1
40	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	...	...
41	...	Dholpur-Bari ...	...	...	...	...	...	...	...	...	2
5	(g)	Dhond-Baramati ...	...	...	...	...	...	...	...	...	1
3	(b)	Eastern Bengal ...	6	...	...	...	...	...	5	...	...
5	(k)	Ellichpur-Yeotmal ...	...	...	...	...	...	...	...	...	5
43	...	Godhra-Lunavada ...	...	...	...	...	...	...	...	...	2
8	(m), (o) & (p)	Jacobabad-Kasmor, Kohat-Thal and Nowshera-Durgai.	7	...	...	...	...	...	...	...	...
44	...	Jessore-Jhenidah ...	3	...	...	...	...	...	...	...	...
8	(s)	Kalka-Simla	2	...	24	...	...	4	...	...	...
45	...	Kolar-District ...	...	...	...	...	...	...	...	...	2
46	...	Madaya Light ...	Information not available.			...	...	...	...	...	...
10	(j) & (k)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	...	...	...	...	...	...	6
22	...	Morvi	...	...	4	...	...	...	...	...	2
1	(d)	Mourbhanj State ...	...	...	...	...	...	...	...	...	2
47	...	Nadiad-Kapadvanj ...	...	...	...	...	...	...	...	...	2
1	(f)	Parlakimedi Light ...	... 3	...	...	...	...	...	...	...	1
25	(e)	Powayan Light ...	...	...	...	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	...	...
49	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	...	...	5
8	(q)	Trans-Indus (Kalabagh-Bannu).	2	...	...	...	...	...	...	...	4
		Total ...	34	...	54	...	...	6	7	...	58
		2' 0" gauge.									
50	...	Darjeeling-Himalayan ...	4	...	5	...	...	...	...	...	6
51	...	Darjeeling Himalayan Extensions.	Information not available.			...	...	...	...	...	...
52	...	Gwalior Light ...	...	...	...	...	...	...	...	...	4
53	...	Howrah-Amta Light ...	5	...	...	...	...	...	4	...	2
54	...	Howrah-Sheakhala Light ...	1	...	...	...	...	...	2	...	2
55	...	Jagadhri Light ...	...	...	...	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	1	...	...	...
5	(i)	Matheran Light ...	1	...	...	...	...	1	2	...	...
20	(f)	Pipar-Bilara Light ...	...	...	...	...	...	...	...	...	2
58	...	Tarikere-Narasimharajapura.	Information not available.			...	...	...	...	...	...
		Total ...	11	...	5	...	...	2	8	...	16
		Grand total ...	765	72	744	...	...	389	60	2	436

DIX 16—*contd.*

railway on the 31st March 1915.

VEHICLES—*contd.*

Second class.			Second class with postal accommodation.	Intermediate class.					Composite, intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.		Number.
							Ambulance.								
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.	Main head.
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
...	...	...	...	2	...	...	...	...	...	...	...	...	18	...	29
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	5	...	...	...	...	...	...	...	...	28	...	32
...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	33
...	...	8	...	...	...	3	...	...	20	...	...	...	14	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	14	...	34
1	...	11	...	...	...	...	...	...	...	...	...	71	...	...	2
...	...	...	...	2	...	...	...	...	...	...	...	...	11	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	..	...	...	...	...	...	...	...	...	4	...	...	39
...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	40
...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	2	...	...	...	...	2	...	...	...	25	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
3	...	...	...	4	...	...	...	...	...	...	...	...	33	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	44
6	...	...	...	...	...	...	...	...	...	...	...	...	19	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
3	...	...	2	...	...	...	...	...	...	...	...	..	10	...	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47
...	...	...	...	...	..	...	...	...	...	...	...	2	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	25
...	...	...	...	...	...	...	...	...	...	3	...	...	27	...	48
...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	49
...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	8
13	...	14	2	15	...	3	...	...	23	3	...	86	221	...	
18	...	...	...	...	...	...	...	...	...	...	...	...	23	...	50
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51
6	...	...	...	...	...	...	...	...	...	...	...	...	25	...	52
...	...	...	...	2	...	...	...	...	...	...	...	...	34	...	53
...	...	...	...	3	...	...	...	...	...	...	...	...	18	...	54
1	...	...	...	...	...	...	...	...	...	...	...	3	...	...	55
...	...	...	...	...	...	...	...	...	2	...	1	15	...	...	56
7	...	...	...	...	...	...	...	...	...	...	...	...	6	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	20
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	59
32	...	...	...	5	...	...	...	...	2	...	1	18	158	...	
572	44	92	32	347	32	121	7	...	756	17	38	104	4,319	489	

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	COACHING								
			Third class carriages without brake compartments—*concld.*			Third class carriages with brake compartments.					
				Ambulance.					Ambulance.		Third class and postal vans.
Main head.	Sub-head.		Bogie.	4-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.	
49	50	51	52	53	54	55	56	57	58	59	60
		5' 6" gauge.									
1	(*a*)	Bengal-Nagpur ...	253	21	...	72	...	...	...	...	16
2	(*a*) to (*e*)	Bombay, Baroda and Central India	332	8	7	4	...	15	...	...	26
3	(*a*)	Eastern Bengal ...	126	...	...	23	...	27	...	...	6
4	...	East Indian	293	99	...	21	...	28	...	...	56
5	(*a*) to (*f*)	Great Indian Peninsula ...	267	15	21	113	...	16	22	10	31
6	(*a*) & (*b*)	Madras and Southern Mahratta	33	46	...	60	...	...	...	...	17
7	(*a*) & (*b*)	Nizam's Guaranteed State...	13	...	...	...	...	...	...	...	5
8	(*a*) to (*l*)	North Western ...	318	346	300	13	...	...	...	...	81
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	41	168	101	4	...	7	15	...	40
10	(*a*)	South Indian	73	...	...	23	...	2	...	...	4
...	...	Bombay Port Trust ...	...	...	...	...	...	...	...	...	...
...	...	Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
		Total ...	1,749	703	429	333	...	95	37	10	282
		3' 3½" gauge.									
11	...	Assam-Bengal ...	128	...	...	...	...	...	...	...	22
12	...	Bengal and North-Western	238	...	...	...	...	...	...	...	16
13	...	Bengal Dooars ...	...	...	...	...	...	...	...	...	4
14	...	Bhavnagar State ...	19	...	...	...	...	...	...	...	1
2	(*f*) to (*l*)	Bombay, Baroda and Central India	462	5	...	26	...	...	...	...	41
15	...	Burma ...	245	54	...	8	...	37	...	...	47
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	6
3	(*b*) to (*d*)	Eastern Bengal ...	180	...	...	...	...	2	...	...	16
18	...	Gondal-Porbandar State ...	9	...	...	2	...	...	...	...	2
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley	15	...	...	...	2	1	...	...	2
19	...	Jamnagar	2	...	...	...	...	...	...	...	1
20	(*a*) to (*c*)	Jodhpur-Bikaner ...	64	...	...	...	...	...	...	...	13
21	...	Junagad State ...	11	...	...	1	...	...	...	...	1
6	(*c*) to (*l*)	Madras and Southern Mahratta	138	1	...	221	...	19	2	...	34
22	...	Morvi	9	...	...	1	...	2	...	...	1
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	45	...	...	2	...	...	...	...	1
10	(*b*) to (*i*)	South Indian	517	...	...	...	...	83	...	...	36
26	...	Udaipur-Chitorgarh ...	...	...	...	2	...	...	...	...	1
		Total ...	2,077	60	...	263	2	144	2	...	245

DIX 16—*contd.*

railway on the 31st March 1915.

VEHICLES—*concld.*

Brake-vans (used exclusively on passenger service).	Brake-vans with: Intermediate class.	Brake-vans with: Third class.	Brake-vans fitted with postal compartments.	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Total number of axles of coaching vehicles in use on the line.	Number. Main head.
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
33	7	49	...	...	14	...	18	36	30	...	...	...	...	25	1,086	3,004	1
64	...	33	...	...	...	...	18	31	60	...	...	...	...	...	908	2,938	2
20	17	...	...	1	1	...	9	22	26	16	20	31	...	17	780	2,090	3
168	18	108	...	...	...	...	59	130	51	10	...	...	1	123	2,343	6,394	4
163	1	88	10	7	2	6	70	116	139	...	...	...	...	...	2,110	5,650	5
...	...	68	...	...	...	...	24	38	38	...	...	...	...	...	727	1,769	6
40	...	3	...	...	...	...	4	10	1	...	...	...	...	2	184	438	7
338	...	163	9	3	2	...	51	152	36	...	...	...	22	100	3,105	8,600	8
173	...	10	...	...	...	...	23	77	46	...	...	...	8	...	1,084	2,724	9
...	...	29	3	4	...	...	8	18	8	...	...	...	...	1	354	983	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
999	43	551	22	15	19	6	284	630	435	26	20	31	31	268	12,681	34,590	
...	101	...	...	...	...	...	...	20	14	...	...	3	...	1	403	1,302	11
...	...	...	...	...	...	...	5	30	1	...	...	...	...	...	1,134	3,324	12
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	48	132	13
14	...	3	...	...	...	...	2	5	...	...	...	...	...	...	116	294	14
17	...	82	...	...	...	2	39	80	17	...	...	...	...	4	1,564	4,622	2
...	...	51	...	...	...	3	1	37	17	...	...	...	...	94	976	2,913	15
8	...	...	...	...	...	...	...	7	4	...	...	2	...	2	80	186	17
10	2	...	...	3	2	2	7	32	57	...	...	23	...	32	838	2,343	3
7	...	3	...	...	2	...	3	2	...	...	...	...	...	...	86	208	18
22	...	11	...	...	3	...	2	12	...	...	...	...	...	...	177	539	7
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	24	52	19
6	...	8	...	...	...	...	2	14	...	...	...	...	1	...	260	730	20
3	...	3	...	...	...	...	1	3	1	...	...	...	...	...	54	152	21
...	...	303	...	...	...	6	14	47	24	...	...	...	...	11	1,266	3,146	6
5	...	...	...	...	...	...	...	4	1	...	...	...	...	...	67	164	22
...	...	6	10	...	...	...	...	12	...	...	...	...	...	...	223	636	25
64	...	99	...	...	...	...	8	24	12	...	...	...	...	43	1,439	4,707	10
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	31	63	26
156	103	569	10	3	7	13	84	332	142	...	...	28	1	192	8,786	25,552	

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	COACHING								
			Third class carriages without brake compartments—*concld.*			Third class carriages with brake compartments.					Third class and postal vans.
			Bogie.	Ambulance.		4-wheel-ed.	6-wheel-ed.	Bogie.	Ambulance.		
Main head.	Sub-head.			4-wheel-ed.	Bogie.				4-wheel-ed.	Bogie.	
49	50	51	52	53	54	55	56	57	58	59	60
		2' 6" gauge.									
29	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...	...
30	...	Bangalore-Chik Ballapur Light.	Information not available.				...	...	...	...	...
32	...	Baraset-Basirhat Light ...	3	...	...	...	...	...	...	...	1
33	...	Barsi Light	32	...	...	...	...	...	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*k*)	Bengal-Nagpur ...	145	...	...	3	...	...	...	...	...
34	(*a*)	Bengal Provincial	1	...	...	3	...	...	...	...	...
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	...	...	...	...	...	...	...
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...	...	...	1
38	...	Champaner-Shivrajpur Light	2	...	...	...	...	...	...	...	...
39	...	Cutch State	...	...	...	...	...	...	...	...	...
40	...	Dehri-Rohtas Light ...	2	...	...	...	...	...	...	...	...
41	...	Dholpur-Bari	3	...	...	...	...	2	...	...	...
5	(*g*)	Dhond-Baramati ...	2	...	...	...	...	2	...	...	...
3	(*b*)	Eastern Bengal ...	...	...	...	7	...	...	...	...	2
6	(*h*)	Ellichpur-Yeotmal ...	6	...	...	...	...	5	...	...	...
43	...	Godhra-Lunavada ...	4	...	...	...	...	...	...	...	...
1	(*m*), (*o*) & (*p*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	16	...	...	...	...	...	...	...	...
44	...	Jessore-Jhenidah ...	...	...	...	1	...	...	...	...	2
8	(*n*)	Kalka-Simla	34	...	...	...	...	...	...	...	...
45	...	Kolar District ...	1	...	...	...	...	...	...	...	1
46	...	Madaya Light.	Information not available.					...	...	...	...
10	(*j*) & (*k*)	Morappur-Hosur and Tirupattur-Krishnagiri.	18	...	...	...	...	...	...	...	...
22	...	Morvi	11	...	...	...	...	...	...	...	2
1	(*d*)	Mourbhanj State ...	5	...	...	...	...	...	...	...	...
47	...	Nadiad-Kapadvanj ...	5	...	...	...	...	...	...	...	...
1	(*f*)	Parlakimedi Light ...	5	...	...	...	...	...	...	...	...
25	(*o*)	Powayan Light ...	...	...	...	4	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	6	...	...	...	...	3
49	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	...	...	...
8	(*q*)	Trans Indus (Kalabagh-Bannu).	18	...	...	...	...	...	...	...	...
		Total ...	313	...	...	24	...	9	...	...	12
		2' 0" gauge.									
50	...	Darjeeling-Himalayan ...	3	...	...	4	...	1	...	...	...
51	...	Darjeeling Himalayan Extensions.	Information not available				...	...	...	...	...
52	...	Gwalior Light ...	20	...	...	...	...	...	...	...	...
53	...	Howrah-Amta Light ...	8	...	...	...	...	...	...	...	...
54	...	Howrah-Sheakhala Light ...	4	...	...	...	...	...	...	...	...
55	...	Jagadhri Light ...	...	...	...	...	...	...	...	...	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...	...
6	(*i*)	Matheran Light ...	...	...	...	...	...	...	...	...	...
20	(*j*)	Pipar-Bilara Light ...	1	...	...	...	...	...	...	...	...
58	...	Tarikere-Narasimharajpura.	Information not available				...	...	...	...	...
		Total ...	36	...	...	4	...	1	...	...	...
		Grand Total ...	4,175	763	429	624	2	249	39	10	539

DIX 16—*contd.*

railway on the 31st March 1915.

VEHICLES—*concld.*

Brake-vans (used exclusively on passenger service).	Brake-vans with		Brake-vans fitted with postal compartments.	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Total number of axles of coaching vehicles in use on the line.	Number.
	Intermediate class.	Third class.															Main head.
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	46	29
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30
...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	45	96	32
...	...	2	4	...	...	...	...	...	...	...	...	...	...	...	49	196	33
...	...	38	...	...	8	...	...	6	...	...	...	...	...	...	280	1,082	1
2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	26	54	34
...	...	3	...	...	...	...	...	2	...	...	...	...	...	1	102	396	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	38	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	16	38
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	9	32	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	20	40
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	9	34	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	20	5
...	3	...	...	...	...	...	...	...	...	...	...	...	...	1	55	110	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	64	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	24	43
...	...	...	6	...	...	...	...	...	...	...	...	...	...	5	84	202	8
...	3	...	...	...	...	...	...	...	...	...	...	2	...	...	17	34	44
...	...	...	...	3	8	...	...	...	6	...	...	...	1	6	122	404	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	16	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	35	140	10
4	...	...	...	...	...	...	...	2	...	...	...	...	...	...	43	124	22
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	11	36	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	28	47
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	36	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	36	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43	86	48
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	56	49
...	...	3	...	...	...	...	...	3	...	...	...	...	...	...	37	130	8
6	11	57	14	3	16	...	...	14	6	...	...	2	1	13	1,097	3,556	
...	...	2	4	...	1	...	...	...	5	...	...	...	...	7	105	258	50
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51
...	...	10	...	...	...	...	...	5	...	...	...	...	...	1	83	238	52
...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	108	240	53
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	32	80	54
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	8	55
...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	30	76	56
...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	35	72	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	16	20
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58
...	5	13	4	...	1	...	...	5	9	...	...	...	...	8	402	983	
1,161	162	1,190	50	21	43	19	368	981	598	26	20	61	33	481	22,966	64,686	

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	GOODS							
			Covered goods wagons, bogie.		Covered goods wagons, 4-wheeled.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
Main head.	Sub-head.		Ordinary.	Military.	Ordinary.	Military.				
79	80	81	82	83	84	85	86	87	88	89
		5' 6" gauge.								
1	(*a*)	Bengal-Nagpur	...	...	4,539	1,575	...	...	...	728
2	(*a*) to (*e*)	Bombay, Baroda and Central India	...	...	3,848	1,249	...	1,785	...	404
3	(*a*)	Eastern Bengal	...	...	3,623	1,712	...	52	...	...
4	(*a*) to (*c*)	East Indian	...	...	12,815	7,080	...	7,377	...	...
5	(*a*) to (*f*)	Great Indian Peninsula ...	226	...	6,901	4,405	101	3,734	...	...
6	(*a*) & (*b*)	Madras and Southern Mahratta	...	...	1,408	1,147	...	1,169	...	...
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...	...	101	410	10	1,110	...	...
8	(*a*) to (*l*)	North Western	...	608	13,321	6,320	70	2,699	...	...
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	...	...	3,372	3,546	...	...	...	...
10	(*a*)	South Indian	...	...	459	426	...	431	...	...
...	...	Bombay Port Trust ...	...	...	40	...	...	...	...	250
...	...	Calcutta Port Commissioners'	...	...	1,184	...	...	180	1	...
		Total ...	226	608	51,611	27,820	181	18,537	1	1,382
		5' 3⅜" gauge.								
11	...	Assam-Bengal	100	...	2,946	...	16	110	...	...
12	...	Bengal and North-Western ...	200	...	5,595	2,107	...	...	...	...
13	...	Bengal Docars	...	...	263	...	...	...	...	...
14	...	Bhavnagar State ...	...	...	82	76	...	12	...	...
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	475	...	3,284	2,324	...	130	...	149
15	...	Burma	473	75	4,418	70	16	60	...	310
17	...	Dibru-Sadiya	...	...	293	...	...	864	...	...
3	(*b*) to (*d*)	Eastern Bengal	1,145	...	2,226	425	2	...	...	...
18	...	Gondal-Porbandar State ...	...	...	60	36	...	9	...	...
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	...	...	440	250	2	257	...	...
19	...	Jamnagar	...	...	49	...	...	...	...	...
20	(*a*) to (*e*)	Jodhpur-Bikaner ...	5	...	1,418	50	...	...	...	...
22	...	Junagad State	...	...	52	...	...	4	...	...
6	(*c*) to (*l*)	Madras and Southern Mahratta	...	128	4,371	221	63	170	182	268
22	...	Morvi	...	...	29	...	15	62	...	...
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	...	1,393	250	...	...	...	...
10	(*b*) to (*i*)	South Indian	743	...	1,497	250	181	612	6	...
26	...	Udaipur-Chitorgarh ...	...	...	33	8	...	...	...	...
		Total ...	3,141	203	28,390	6,067	295	2,290	188	727

DIX 16—*contd.*

railway on the 31st March 1915.

have been included with four-wheeled wagons.]

VEHICLES.												
Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks.		Number.
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.	Main head.
90	91	92	93	94	95	96	97	98	99	100	101	102
...	...	178	58	6,306	25	23	39	6	112	86	118	1
...	195	26	...	761	...	23	...	10	...	...	...	2
...	...	324	418	...	1	14	...	5	8	30	54	3
...	...	2,857	1,525	676	25	62	93	31	150	...	...	4
...	...	25	...	586	...	62	5	34	236	...	59	5
...	...	...	229	...	1	20	4	9	123	...	...	6
...	...	...	...	...	...	3	...	...	10	...	40	7
...	241	545	1,396	...	2	...	12	77	242	...	280	8
...	...	12	258	180	...	9	...	8	163	...	...	9
...	...	...	...	...	...	3	...	13	212	...	...	10
...	...	200	...	...	...	...	...	...	...	...	...	...
...	...	198	...	...	...	2	55	...	4	2	20	...
...	436	4,365	3,884	8,509	54	221	208	193	1,260	118	562	
...	...	212	...	...	4	5	...	3	79	...	...	11
...	28	468	25	*150	...	...	2	1	304	...	...	12
...	...	48	...	...	1	1	...	...	32	...	...	13
11	...	261	...	...	3	...	...	1	10	...	...	14
236	703	52	782	313	...	24	...	35	53	...	...	2
95	...	...	339	38	410	15	...	9	117	213	150	15
...	...	70	...	...	...	...	...	1	72	...	...	17
...	...	365	289	...	...	10	171	2	287	...	...	3
7	...	183	...	...	2	...	...	1	9	...	...	18
...	...	...	...	...	...	3	...	...	20	...	...	7
...	...	40	...	...	...	...	...	...	...	...	...	19
175	...	182	...	...	36	...	...	4	...	...	...	20
2	...	139	...	...	1	...	...	1	3	...	...	21
...	...	63	187	350	...	14	47	13	125	30	...	6
2	...	...	...	...	2	1	...	...	...	...	...	22
...	...	242	...	...	...	7	...	2	76	...	...	25
27	...	...	...	30	...	...	...	9	99	...	...	10
...	...	10	...	...	...	...	...	...	...	...	...	26
545	731	2,335	1,622	881	459	80	220	82	1,286	243	150	

* These are 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

GOODS

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	Covered goods wagons, bogie.		Covered goods wagons, 4-wheeled.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided agons, bogie.	Medium-sided wagons, 4-wheeled.
Main head.	Sub-head.		Ordinary.	Military.	Ordinary.	Military.				
79	80	81	82	83	84	85	86	87	88	89
		2' 6" gauge.								
		Arrah-Sasaram Light ...	...	...	27	...	...	...	...	...
29	...	Bangalore-Chik Ballapur Light.	Information not available			...	...	...	...	...
30	...	Barasat-Basirhat Light ...	...	...	6	...	...	32	...	...
32	...	Barsi Light	87	...	...	...	10	...	...	...
33	...	Bengal-Nagpur ...	237	366	20	...	...	...	383	...
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal Provincial ...	...	...	19	...	...	...	...	...
34	...	Bombay, Baroda and Central India.	...	...	157	...	...	...	...	...
2	(*m*) to (*r*).									
35	...	Bukhtiarpur-Bihar Light ...	...	...	14	...	...	28	...	...
38	...	Champaner-Shivrajpur Light	5	...	...	...	5	...	2	1
39	...	Cutch State	...	...	...	...	...	15	...	...
40	...	Dehri-Rohtas Light ...	...	...	27	...	...	...	...	...
41	...	Dholpur-Bari	8	...	...	...	5	10	...	...
5	(*g*)	Dhond-Baramati ...	9	...	...	...	6	...	...	...
3	(*b*)	Eastern Bengal ...	...	...	80	...	...	...	...	...
5	(*h*)	Ellichpur-Yeotmal ...	70	...	...	...	16	...	...	...
43	...	Godhra-Lunavada ...	8	...	...	...	8	...	...	...
8	(*m*), (*o*) & (*p*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	49	...	97	...	23	51	...	...
44	...	Jessore-Jhenidah ...	...	...	10	...	...	5	...	...
8	(*n*)	Kalka-Simla	31	...	46	...	50	...	...	...
45	...	Kolar District ...	...	...	6	...	...	...	...	...
46	...	Madaya Light ...	Information not available			...	...	...	...	...
10	(*f*) & (*k*)	Morappur Hosure and Tirupattur-Krishnagiri.	30	...	...	...	48	...	...	...
22	...	Morvi	10	...	10	...	9	...	...	...
1	(*d*)	Mourbhanj State ...	6	...	2	...	...	...	...	...
47	...	Nadiad-Kapadvanj ...	12	...	...	...	16	...	...	...
1	(*f*)	Parlakimedi Light ...	2	...	...	...	...	...	...	...
25	(*c*)	Powayan Light ...	1	...	57	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	...	...	168	...	...	...	...	...
49	...	Tezpore-Balipara Light ...	...	...	38	...	2	24	...	...
8	(*q*)	Trans-Indus (Kalabagh-Bannu).	31	...	...	...	10	...	...	...
		Total ...	596	366	784	...	208	165	385	1
		2' 0" gauge.								
50	...	Darjeeling-Himalayan ...	7	...	106	...	13	130	...	...
51	...	Darjeeling-Himalayan Extensions.	Information not available			...	...	...	...	...
52	...	Gwalior Light ...	...	...	195	...	18	92	...	...
53	...	Howrah-Amta Light ...	...	...	14	...	...	49	...	...
54	...	Howrah-Sheakhala Light ...	...	...	4	...	...	4	...	...
55	...	Jagadhri Light ...	...	...	1	...	...	...	...	...
56	...	Jorhat (Provincial) ...	50	...	...	...	13	...	...	...
5	(*i*)	Matheran Light ...	...	...	7	...	...	16	...	...
20	(*f*)	Pipar-Bilara Light ...	...	...	1	...	4	...	...	...
58	...	Tarikere-Narasimharajapura.	Information not available			...	...	...	...	...
		Total ...	57	...	328	...	48	291	...	...
		Grand Total ...	4,020	1,177	81,113	33,887	732	21,283	574	2,110

DIX 16—*contd.*

railway on the 31st March 1915.

have been included with four-wheeled wagons.]

VEHICLES.

Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks.		Number.
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.	Main head.
90	91	92	93	94	95	96	97	98	99	100	101	102
...	...	20	...	...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	...	...	...	...	32
56	...	...	...	...	...	...	...	...	...	...	...	33
25	...	30	...	195	...	3	...	...	43	...	...	1
39	...	...	...	...	...	...	...	...	...	...	...	34
196	...	103	...	...	...	...	...	1	...	...	...	2
4	...	12	...	...	...	...	...	...	...	...	...	35
...	...	49	...	...	...	...	...	...	...	...	...	38
14	...	...	...	...	...	...	...	...	...	...	...	39
12	...	30	...	...	...	...	...	...	...	...	...	40
...	...	25	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	11	...	...	...	...	1	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	1	...	...	...	...	7	2	...	...	47	8
...	...	7	...	...	...	...	2	...	2	...	...	44
...	...	1	...	...	...	...	...	1	...	...	9	8
...	...	4	...	...	...	...	4	...	...	...	...	45
...	...	...	...	...	...	...	...	...	...	...	...	46
...	...	...	...	...	...	...	...	...	...	...	...	10
38	...	...	...	...	...	...	...	...	...	...	...	22
10	...	2	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	47
12	...	2	...	...	...	...	...	...	...	...	...	1
...	...	3	...	...	...	...	...	...	2	...	...	25
...	...	36	...	...	...	...	...	...	2	...	...	48
...	...	7	...	...	...	...	...	...	4	...	...	49
...	...	...	...	...	...	...	5	...	...	...	...	8
406	...	343	...	195	...	3	19	4	53	...	56	
3	...	...	...	...	2	...	...	...	4	2	...	50
...	...	...	...	...	...	...	...	...	...	...	...	51
...	...	10	...	...	...	1	...	...	...	1	...	52
10	...	4	...	...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	...	...	...	...	54
...	...	6	...	...	...	...	...	...	...	...	...	55
9	...	...	...	12	...	...	4	...	1	...	...	56
...	...	...	...	...	...	...	...	...	...	...	...	5
1	...	2	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	58
23	...	22	...	12	2	1	4	...	5	3	...	
974	1,167	7,065	5,506	9,597	515	305	451	279	2,604	364	768	

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	GOODS VEHICLES—*concld.*							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas-holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
103	104	105	106	107	108	109	110	111	112	113
		5′ 6″ gauge.								
1	(*a*)	Bengal-Nagpur	75	282	66	...	14	24	167	14,421
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	517	207	20	30	11	17	263	9,366
3	(*a*)	Eastern Bengal	135	119	30	12	4	8	78	6,627
4	(*a*) to (*c*)	East Indian	289	831	85	1	10	34	34	33,975
5	(*a*) to (*f*)	Great Indian Peninsula ...	451	772	60	11	19	80	12	17,770
6	(*a*) & (*b*)	Madras and Southern Mahratta	95	210	38	11	12	16	24	4,516
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	105	34	...	3	1	2	10	1,839
8	(*a*) to (*l*)	North Western ...	240	412	101	80	35	68	15	26,764
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	112	63	14	1	10	22	...	7,770
10	(*a*)	South Indian	55	70	7	1	6	4	13	1,700
...	...	Bombay Port Trust ...	...	...	...	...	...	...	10	500
...	...	Calcutta Port Commissioners'	10	1	...	...	...	4	...	1,661
		Total ...	2,084	3,051	421	150	122	279	626	126,909
		5′ 3½″ gauge.								
11	...	Assam-Bengal	170	13	3	...	10	17	18	3,706
12	...	Bengal and North-Western ...	...	281	13	...	...	23	9	9,206
13	...	Bengal Dooars	...	15	...	...	...	3	...	363
14	...	Bhavnagar State ...	40	8	1	1	...	1	6	513
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	354	297	21	...	...	26	7	9,205
15	...	Burma	947	177	2	24	...	38	33	8,079
17	...	Dibru-Sadiya	...	21	6	...	...	2	...	1,329
3	(*b*) to (*d*)	Eastern Bengal	150	150	14	...	7	16	124	5,383
18	...	Gondal-Porbandar State ...	25	8	1	...	...	1	54	396
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	109	28	1	1	1	3	7	1,122
19	...	Jamnagar	...	4	...	...	...	...	...	84
20	(*a*) to (*e*)	Jodhpur-Bikaner ...	...	55	4	31	...	...	...	1,960
21	...	Junagad State	9	2	...	...	...	...	1	214
6	(*c*) to (*l*)	Madras and Southern Mahratta	...	60	31	49	36	21	6	6,435
22	...	Morvi	...	2	...	...	...	...	...	113
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	54	...	...	...	12	...	2,036
10	(*b*) to (*i*)	South Indian	607	150	38	28	...	11	7	4,295
26	...	Udaipur-Chitorgarh ...	...	3	...	...	...	...	...	54
		Total ...	2,411	1,328	135	134	54	174	322	54,493

DIX 16—*contd.*

railway on the 31st March 1915.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				NUMBER.
RAIL MOTORS.			ROAD MOTORS.								
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's for passengers or goods).	Motor Vans (for parcels and goods).	Total.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.	Main head.
114	115	116	117	118	119	120	121	122	123	124	125
...	...	2	1	...	...	3	49	287	99	435	1
...	...	2	2	...	5	9	...	341	62	403	2
...	...	5	1	...	3	9	14	164	71	249	3
...	5	19	1	...	...	25	87	449	298	834	4
...	1	4	1	...	6	12	3	451	152	606	5
...	2	2	1	...	...	5	4	256	86	346	6
...	...	...	...	...	...	...	...	55	8	63	7
...	1	6	3	...	3	13	124	1,169	386	1,679	8
...	...	5	...	...	2	7	34	368	169	571	9
...	1	...	...	...	...	1	...	113	37	150	10
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	10	45	10	...	19	84	315	3,653	1,368	5,336	
...	...	2	...	...	...	2	...	79	146	225	11
...	...	...	...	...	...	...	32	227	81	340	12
...	...	...	...	...	...	...	...	...	6	6	13
...	...	2	...	...	...	2	...	51	...	51	14
...	...	...	...	...	...	...	23	564	168	760	2
*3	...	5	1	...	1	10	...	262	88	350	15
...	...	...	...	...	...	...	...	12	...	12	17
...	...	4	...	...	...	4	48	359	90	497	3
...	...	1	...	...	...	1	...	24	...	24	18
...	...	...	...	...	...	...	...	66	18	84	7
...	...	1	1	...	...	2	...	6	...	6	19
...	...	1	...	...	...	1	17	124	36	177	20
...	...	1	...	...	...	1	...	17	...	17	21
...	...	1	...	...	...	1	...	461	195	656	6
...	...	...	...	...	...	...	...	40	1	41	22
...	...	...	1	...	1	2	...	48	31	79	25
...	...	2	2	...	...	4	...	389	56	445	10
...	...	1	...	...	...	1	...	20	3	23	26
3	...	21	5	...	2	31	125	2,749	919	3,793	

*There are four engines and three trailers.

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	GOODS VEHICLES—*concld.*							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
103	104	105	106	107	108	109	110	111	112	113
		2' 6" gauge.								
29	...	Arrab-Sasaram Light ...	...	4	...	...	...	...	...	51
30	...	Bangalore-Chik Ballapur Light	Information not available.			...	...	...	...	
32	...	Baraset-Basirhat Light ...	...	3	...	...	...	...	...	41
33	...	Barsi Light	2	...	...	3	...	1	2	161
1	(*b*), (*c*), (*e*) (*g*) & (*h*).	Bengal-Nagpur	...	37	6	...	4	4	4	1,357
34	...	Bengal Provincial ...	...	1	...	...	...	...	...	59
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	25	...	...	...	...	2	484
35	...	Bukhtiarpur-Bihar Light ...	...	3	...	...	...	...	...	61
38	...	Champaner-Shivrajpur Light .	...	2	...	...	...	...	...	64
39	...	Cutch State	...	...	...	...	...	...	...	29
40	...	Dehri Rohtas Light ...	...	3	...	...	...	...	...	72
41	...	Dholpur-Bari	...	2	...	...	...	...	...	50
5	(*g*)	Dhond-Baramati ...	...	...	...	...	...	...	...	15
3	(*b*)	Eastern Bengal	...	1	...	2	...	...	...	95
5	(*h*)	Ellichpur-Yeotmal ...	20	1	...	...	...	...	...	107
43	...	Godhra-Lunavada ...	...	2	...	...	...	...	...	18
8	(*m*), (*o*) & (*p*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	11	...	...	...	...	140	428
44	...	Jessore-Jhenidah ...	...	1	...	...	...	...	...	27
8	(*n*)	Kalka-Simla	...	18	...	...	...	1	19	176
45	...	Kolar District	...	1	...	...	...	...	...	15
46	...	Madaya Light	Information not available.			...	...	...	...	...
10	(*j*) & (*k*)	Morappur-Hosur and Tirupattur Krishnagiri.	...	...	...	...	...	...	...	78
22	...	Morvi	...	...	...	1	...	...	...	70
1	(*d*)	Mourbhanj State ...	...	...	...	...	...	...	...	20
47	...	Nadiad-Kapadvanj ...	...	2	...	...	...	...	...	30
1	(*f*)	Parlakimedi Light ...	...	3	...	...	...	...	...	19
25	(*c*)	Powayan Light	...	...	...	...	...	...	8	71
48	...	Shahdara (Delhi)-Saharanpur Light.	...	3	...	...	...	...	...	209
49	...	Tezpore-Balipara Light ...	...	3	...	...	...	...	...	78
8	(*q*)	Trans-Indus (Kalabagh-Bannu)	...	3	...	...	...	...	4	53
		Total ...	22	131	6	6	4	6	179	3,938
		2' 0" gauge.								
50	...	Darjeeling-Himalayan ...	...	...	...	...	...	...	7	274
51	...	Darjeeling-Himalayan Extensions.	Information not available.			...	...	...	...	...
52	...	Gwalior Light	...	4	...	...	...	...	25	346
53	...	Howrah-Amta Light ...	...	11	...	...	...	...	...	88
54	...	Howrah-Sheakhala Light ...	...	1	...	...	...	...	...	9
55	...	Jagadhri Light	...	1	...	...	...	...	...	8
56	...	Jodhpur (Provincial) ...	...	...	...	...	...	1	6	96
5	(*g*)	Matheran Light	...	...	...	1	...	1	...	25
20	(*f*)	Pipar-Bilara Light ...	...	1	...	1	...	...	...	10
58	...	Tarikere-Narasimharajapura...	Information not available.			...	...	...	...	...
		Total ...	...	18	...	2	...	2	38	856
		Grand total ...	4,517	4,528	562	292	180	461	1,165	186,196

DIX 16—*concld.*

railway on the 31st March 1915.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				Number.
Rail Motors.			Road Motors.								
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's, for passengers or goods).	Motor Vans (for parcels and goods).	Total.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.	Main head.
114	115	116	117	118	119	120	121	122	123	124	125
...	...	...	...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	...	...	...	32
...	...	2	2	...	...	4	...	...	...	...	33
...	...	1	...	...	...	1	3	113	31	147	1
...	...	...	...	...	...	...	...	...	...	...	34
...	...	1	...	...	...	1	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	2	2	4	38
...	...	1	...	...	...	1	...	3	1	4	39
...	...	...	...	...	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	5	2	7	41
...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	4	2	6	43
...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	44
...	3	1	...	...	...	4	...	34	12	46	8
...	...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	...	...	...	46
...	...	1	...	...	...	1	...	8	10	18	10
...	...	...	...	...	...	...	...	6	4	10	22
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	5	2	7	47
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	25
...	...	1	...	...	...	1	...	...	3	3	48
...	1	...	...	...	...	1	...	...	...	...	49
...	...	...	...	...	...	...	...	18	4	22	8
...	4	8	2	...	...	14	3	198	73	274	
...	...	...	...	...	...	...	...	...	8	8	50
...	...	...	...	...	...	...	...	...	...	...	51
2	1	2	...	...	...	5	...	5	...	5	52
...	...	...	...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	...	...	...	56
...	1	...	...	...	...	1	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	58
2	2	2	...	...	...	6	...	5	8	13	
5	16	76	17	...	21	135	443	6,605	2,368	9,416	

* These are one rail petrol mail van and two petrol motor cars.

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Railway.	Engines.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
Main head.	Sub-head.		Number at close of 1913-14.	Number added in 1914-15.	Number at close of 1914-15.	Number at close of 1913-14.	Number added in 1914-15.	Number at close of 1914-15.	Number at close of 1913-14.	Number added in 1914-15.	Number at close of 1914-15.
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" gauge.									
1	(a)	Bengal-Nagpur	86	3	89	...	...	...	317	62	379
2	(a) to (e)	Bombay, Baroda and Central India.	135	...	135	...	...	...	204	10	214
3	(a)	Eastern Bengal	83	20	103	72	1	73	115	—4	111
4	(a) to (c)	East Indian	200	4	204	781	56	837	155	21	176
5	(a) to (f)	Great Indian Peninsula ...	309	15	324	575	58	633	189	—1	188
6	(a) & (b)	Madras and Southern Mahratta	71	...	71	...	...	...	179	...	179
7	(a) & (b)	Nizam's Guaranteed State ...	...	...	...	21	...	21	46	4	50
8	(a) to (i)	North Western	313	18	331	863	64	927	78	—1	77
9	(a) to (c)	Oudh and Rohilkhand ...	99	...	99	...	...	...	177	...	177
10	(a)	South Indian	28	3	31	...	...	...	95	...	95
		Total ...	1,324	63	1,387	2,312	179	2,491	1,555	91	1,646
		3' 3¾" gauge.									
11	...	Assam-Bengal	5	...	5	...	...	...	103	10	113
12	...	Bengal and North-Western ...	54	...	54	...	...	...	274	...	274
13	...	Bengal Dooars	...	...	...	...	...	...	10	...	10
14	...	Bhavnagar State	...	...	...	...	...	...	20	...	20
2	(f) to (l)	Bombay, Baroda and Central India.	209	10	219	...	...	...	299	—16	283
15	...	Burma	11	1	12	...	...	...	320	—1	319
17	...	Dibru-Sadiya	...	...	...	...	...	...	26	...	26
3	(b) to (d)	Eastern Bengal	53	35	88	61	8	69	127	—32	95
18	...	Gondal-Porbandar State ...	...	...	...	...	...	...	15	2	17
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	15	...	15	3	3	16	40	...	40
19	...	Jamnagar	...	...	...	...	...	...	4	...	4
20	(a) to (e)	Jodhpur-Bikaner	...	...	...	...	...	...	89	15	104
21	...	Junagad State	...	...	...	...	...	...	11	...	11
6	(c) to (l)	Madras and Southern Mahratta	42	...	42	27	...	27	232	3	235
22	...	Morvi	3	...	3	2	...	2	5	...	5
25	(a) & (b)	Rohilkund and Kumaon ...	7	...	7	2	...	2	54	2	56
10	(b) to (i)	South Indian	30	5	35	...	...	...	279	6	285
26	...	Udaipur-Chitorgarh ...	...	...	...	...	...	...	4	...	4
		Total ...	429	51	480	100	16	116	1,912	—11	1,901

DIX 17.

during the financial year 1914-15 (except where otherwise stated).

ENGINES.										
Total No. of locomotives on the 31st March 1915.	Number of all classes per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.				Average mileage run by each *per diem*.				NUMBER.
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Main head.
13	14	15	16	17	18	19	20	21	22	23
468	0·25	34,203	...	22,398	24,734	95	...	61	68	1
349	0·29	32,556	...	18,173	23,737	89	...	50	65	2
267	0·51	27,275	25,271	20,933	24,318	75	69	57	66	3
1,217	0·45	38,161	25,148	28,650	27,836	104	69	78	76	4
1,145	0·38	30,702	19,000	15,267	21,698	84	52	42	59	5
250	0·24	35,144	...	19,934	24,354	96	...	55	66	6
71	0·20	...	21,093	26,187	24,738	...	58	72	68	7
1,335	0·26	30,478	7,217	35,944	19,432	83	20	98	53	8
276	0·16	33,700	...	19,948	24,881	92	...	55	68	9
126	0·28	26,446	...	13,698	18,927	72	...	37	52	10
5,524	...	...	...	...	...	...	...	...	...	
118	0·14	29,026	...	23,606	23,839	79	...	64	65	11
328	0·16	22,543	...	23,484	23,229	63	...	64	64	12
10	0·07	...	...	...	...	...	...	...	...	13
20	0·08	...	...	29,822	29,822	...	...	82	82	14
502	0·23	21,122	...	16,276	19,699	66	...	44	54	2
331	0·21	24,223	...	21,264	21,371	66	...	58	58	15
26	0·28	...	...	21,542	21,542	...	...	59	59	17
252	0·22	27,037	24,878	20,858	24,116	74	68	57	66	3
17	0·08	...	...	30,139	30,139	...	...	82	82	16
71	0·16	36,235	9,861	22,969	24,424	99	27	63	67	7
4	0·07	...	...	22,679	22,679	...	...	62	62	19
104	0·08	...	...	21,290	21,290	...	...	58	58	20
11	0·10	...	...	17,978	17,978	...	...	49	49	21
304	0·15	40,690	13,607	24,112	25,469	111	37	66	70	6
10	0·13	34,425	5,325	13,661	18,223	94	15	38	50	22
65	0·12	...	...	21,166	21,166	...	...	58	58	25
320	0·26	78,219	...	15,269	24,960	214	...	41	68	10
4	0·06	...	...	...	24,930	...	...	...	68	26
2,497	...	...	...	...	...	...	...	...	...	

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Railway.	Engines.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
Main-head	Sub-head.		Number at close of 1913-14.	Number added in 1914-15.	Number at close of 1914-15.	Number at close of 1913-14.	Number added in 1914-15.	Number at close of 1914-15.	Number at close of 1913-14.	Number added in 1914-15.	Number at close of 1914-15.
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ gauge.									
29	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	5	...	5
30	...	Bangalore-Chik Ballapur Light	Information not available			...	...	...	...	...	...
32	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	7	...	7
33	...	Barsi Light	...	...	...	...	...	...	13	...	13
1	(b), (c), (e), (g) & (h).	Bengal-Nagpur	...	...	...	...	...	...	77	9	86
34	...	Bengal Provincial	...	...	...	...	...	...	6	...	6
2	(m) to (r)	Bombay, Baroda and Central India.	...	...	...	...	...	...	17	10	27
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...	4	...	4
38	...	Champaner-Shivrajpur Light ...	...	...	...	...	...	...	4	...	4
39	...	Cutch State	...	...	...	...	...	...	4	1	5
40	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	3	...	3
41	...	Dholpur-Bari	...	...	...	...	...	...	4	...	4
5	(g)	Dhond-Baramati	...	...	...	...	...	...	...	2	2
3	(b)	Eastern Bengal	...	...	...	...	...	...	5	...	5
5	(h)	Ellichpur-Yeotmal ...	...	...	...	...	...	...	4	3	7
43	...	Godhra-Lunavada	...	...	...	...	...	...	2	...	2
8	(m), (o) & (p).	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...	...	...	28	4	32
44	...	Jessore-Jhenidah	...	...	...	...	...	...	...	4	4
8	(n)	Kalka-Simla	...	...	...	...	...	...	24	...	24
45	...	Kolar District	...	...	...	...	...	...	2	1	3
46	...	Madaya Light	...	Information not available		...	...	...	...	...	...
10	(j) & (k)	Morappur Hosur and Tirupattur-Krishnagiri.	...	...	...	...	...	...	9	...	9
22	...	Morvi	3	...	3	1	...	1	1	...	1
1	(d)	Mourbhanj State	...	...	...	...	...	...	3	...	3
47	...	Nadiad-Kapadvanj... ...	...	...	...	...	...	...	3	...	3
1	(f)	Pariakimedi Light	...	...	...	...	...	...	3	...	3
25	(c)	Powayan Light	...	...	...	...	...	...	5	...	5
48	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	8	...	8
49	...	Tespore-Balipara Light ...	...	...	...	...	...	...	3	1	4
8	(q)	Trans-Indus (Kalabagh-Bannu)	...	...	...	...	...	...	8	—1	7
		Total ...	3	...	3	1	...	1	252	34	286
		2′ 0″ gauge.									
50	...	Darjeeling-Himalayan ...	...	...	...	...	...	...	16	2	18
51	...	Darjeeling-Himalayan Extensions.	Information not available			...	...	...	...	...	...
52	...	Gwalior Light	...	...	...	...	...	...	20	2	22
53	...	Howrah-Amta Light ...	...	...	...	...	...	...	17	...	17
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	4	...	4
55	...	Jagadhri Light	...	...	...	...	...	...	2	...	2
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...	10	—2	8
5	(i)	Matheran Light	...	...	...	...	...	...	5	...	5
20	(f)	Pipar-Bilara Light ...	...	...	...	...	...	...	2	...	2
58	...	Tarikere-Narasimharajapura ...	Information not available			...	...	...	...	...	...
		Total ...	...	...	...	...	...	...	76	2	78
		Grand total ...	1,756	114	1,870	2,413	195	2,608	3,795	116	3,911

DIX 17—*contd.*

during the financial year 1914-15 (except where otherwise stated).

ENGINES.										
Total No. of locomotives on the 31st March 1915.	Number of all classes per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.				Average mileage run by each *per diem*.				NUMBER.
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Main head.
13	14	15	16	17	18	19	20	21	22	23
5	0·08	...	...	22,703	22,703	...	...	62	62	29
...	...	...	...	...	...	...	...	...	...	30
7	0·13	...	...	19,890	19,890	...	...	54	54	32
13	0·11	...	...	19,321	19,321	...	...	53	53	33
86	0·11	...	...	17,153	17,153	...	...	47	47	1
6	0·18	...	...	20,835	20,835	...	...	57	57	34
27	0·10	...	...	12,514	12,514	...	...	34	34	2
4	0·14	...	...	12,870	12,870	...	...	35	35	35
4	0·20	...	...	6,273	6,273	...	...	17	17	38
5	0·13	...	...	7,287	7,287	...	...	19	19	39
3	0·13	...	...	13,238	13,238	...	...	36	36	40
4	0·11	...	...	9,006	9,006	...	...	25	25	41
2	0·07	...	...	21,091	21,091	...	...	67	67	5
5	0·14	...	...	21,078	21,078	...	...	58	58	3
7	0·10	...	...	15,926	15,926	...	...	44	44	5
2	0·07	...	...	9,941	9,941	...	...	27	27	43
32	0·13	...	...	10,276	10,276	...	...	28	28	8
4	0·11	...	...	1,237	1,237	...	...	7	7	44
24	0·40	...	...	11,133	14,924	...	...	30	41	8
3	0·27	...	...	8,075	8,075	...	...	22	22	45
...	...	...	...	Information	not available			...	...	46
9	0·09	...	...	16,336	16,384	...	...	45	45	10
5	0·26	4,594	1,472	23,443	7,739	13	4	64	21	32
3	0·09	...	...	10,567	10,567	...	...	29	29	1
3	0·11	...	...	14,067	14,067	...	...	38	38	47
3	0·12	...	...	8,072	8,072	...	...	22	22	1
5	0·13	...	...	12,436	12,436	...	...	34	34	25
8	0·08	...	...	19,088	19,088	...	...	52	52	48
4	0·20	...	...	9,033	9,033	...	...	25	25	49
7	0·08	...	...	15,665	20,910	...	...	43	54	8
290	...	...	...	...	...	...	...	...	...	
18	0·35	...	...	15,630	15,630	...	...	43	43	50
...	...	...	...	...	...	...	...	...	...	51
22	0·08	...	...	12,241	12,241	...	...	33	33	52
17	0·39	...	...	13,555	13,555	...	...	37	37	53
4	0·18	...	...	20,802	20,802	...	...	57	57	54
2	0·60	...	...	7,149	7,149	...	...	19	19	55
8	0·25	...	...	6,575	6,575	...	...	18	18	56
5	0·39	...	...	3,207	3,207	...	...	9	9	5
2	0·08	...	...	9,681	9,681	...	...	26	26	20
...	...	...	...	...	...	...	...	...	...	58
78	...	...	...	...	...	...	...	...	...	
8,389	...	...	...	...	...	...	...	...	...	

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Railway.	Engines—*concld.*							
Main head.	Sub-head.		Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees on 31st March 1915.	Total value per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks	Number at close of 1913-14.	Number added in 1914-15.	Number at close of 1914-15.
24	25	26	27	28	29	30	31	32	33	34
		5'6" gauge.								
1	(*a*)	Bengal-Nagpur	9,463	64	13·76	2,76,47	14,731	1,031	55	1,086
2	(*a*) to (*e*)	Bombay, Baroda and Central India	8,601	34	9·74	1,61,61	13,248	891	17	908
3	(*a*)	Eastern Bengal	6,691	46	16·04	1,28,99	23,036	779	1	780
4	(*a*) to (*c*)	East Indian	11,661	97	7·97	5,67,89	20,905	2,341	2	2,343
5	(*a*) to (*f*)	Great Indian Peninsula ...	7,540	226	19·74	5,41,03	18,168	2,109	1	2,110
6	(*a*) & (*b*)	Madras and Southern Mahratta	8,659	40	16·20	1,11,77	10,731	741	−14	727
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	7,119	7	10·34	30,19	8,576	187	−3	184
8	(*a*) to (*i*)	North Western	6,876	174	13·03	6,80,68	18,573	2,948	157	3,105
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	8,087	38	13·71	1,32,66	7,816	1,040	44	1,084
10	(*a*)	South Indian	5,201	23	18·25	50,53	11,331	322	32	354
		Total ..	...	...	...	...	...	12,389	292	12,681
		3' 3½" gauge.								
11	...	Assam-Bengal	4,502	7	5·68	43,39	5,117	379	24	403
12	...	Bengal and North-Western ...	4,810	39	11·89	1,05,14	5,184	1,108	26	1,134
13	...	Bengal Dooars	...	1	10·00	2,70	1,765	48	...	48
14	...	Bhavnagar State	4,481	2	8·55	4,80	1,947	114	2	116
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	4,284	62	12·35	1,03,75	4,659	1,533	31	1,564
15	...	Burma	4,724	27	8·16	1,19,16	7,452	928	48	976
17	...	Dibru-Sadiya	...	5	19·23	...	...	78	2	80
3	(*b*) to (*d*)	Eastern Bengal	...	44	23·51	*75,56	*6,500	835	13	888
18	...	Gondal-Porbandar State ...	4,270	3	16·59	4,54	2,067	87	−1	86
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	3,740	5	7·20	23,25	5,273	176	1	177
19	...	Jamnagar	3,030	...	...	1,36	2,506	22	2	24
20	(*a*) to (*e*)	Jodhpur-Bikaner	4,342	11	10·80	36,46	2,808	258	2	260
21	...	Junagad State	2,879	1	10·55	2,24	1,964	51	3	54
6	(*c*) to (*i*)	Madras and Southern Mahratta	4,753	47	15·62	†80,61	†3,951	1,278	−12	1,266
22	...	Morvi	...	2	20·00	3,20	4,329	62	5	67
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	3,604	5	7·42	22,28	3,917	215	8	223
10	(*b*) to (*i*)	South Indian	4,685	37	11·56	85,72	7,098	1,435	4	1,439
26	...	Udaipur-Chitorgarh ...	3,832	...	...	1,29	1,917	31	...	31
		Total ...	...	...	...	...	...	8,628	158	8,786

* Includes the outlay on the 2' 6" gauge section.
† Excludes the outlay by the West of India Portuguese railway.

DIX 17—*contd.*

during the financial year 1914-15 (except where otherwise stated).

Coaching Stock.												Number.
Number per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.						Average mileage run by each *per annum*.						
1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	Main head.
35	36	37	38	39	40	41	42	43	44	45	46	47
0·06	0·03	0·04	0·33	0·12	0·58	55,573	64,989	81,657	51,726	46,954	53,730	1
0·06	0·07	...	0·43	0·13	0·69	...	...	...	...	...	69,993	2
0·14	0·09	0·18	0·64	0·34	1·39	38,095	49,454	55,893	67,104	40,207	54,983	3
0·08	0·05	0·07	0·41	0·23	0·84	74,910	91,283	1,19,063	75,635	47,967	72,959	4
0·08	0·09	...	0·33	0·19	0·69	...	...	...	..	...	67,010	5
0·08	0·07	0·01	0·39	0·15	0·70	...	...	...	...	...	47,046	6
...	...	...	...	...	0·52	...	...	...	...	...	42,071	7
0·07	0·04	0·05	0·30	0·16	0·62	54,162	74,395	74,550	63,710	45,129	59,161	8
0·07	0·05	0·05	0·27	0·20	0·64	...	...	...	...	...	48,798	9
0·06	0·09	...	0·36	0·10	0·61	34,214	30,095	...	49,275	28,686	41,433	10
...	...	...	...	...	...	...	...	...	...	...	...	
0·06	0·04	0·04	0·19	0·14	0·47	24,899	27,796	35,889	43,050	27,842	35,402	11
0·05	0·03	0·03	0·43	0·02	0·56	68,897	90,730	105,224	77,925	22,425	77,299	12
...	...	...	...	...	0·31	...	...	...	...	...	...	13
0·06	0·04	...	0·27	0·10	0·47	...	...	...	...	...	54,977	14
0·07	0·05	0·02	0·47	0·09	0·70	...	...	...	...	...	57,843	2
0·06	0·05	...	0·38	0·12	0·61	32,043	36,895	...	34,428	28,48	32,823	15
...	...	...	...	...	0·93	...	...	...	...	...	...	17
0·09	0·04	0·08	0·37	0·17	0·75	...	...	...	...	...	...	3
0·04	0·02	...	0·19	0·14	0·39	29,142	90,987	...	56,170	34,263	47,319	18
...	...	...	...	...	0·45	...	...	...	...	...	58,528	7
...	...	...	...	...	0·48	...	...	...	...	...	24,424	19
0·08	0·02	0·01	0·11	0·03	0·20	...	...	...	...	...	74,072	20
0·10	0·05	...	0·22	0·10	0·47	...	...	...	...	...	33,170	21
0·05	0·03	...	0·38	0·15	0·61	...	...	...	...	...	33,380	6
0·16	0·05	...	0·55	0·14	0·90	...	...	...	...	...	...	22
0·05	0·03	0·02	0·25	0·05	0·40	...	...	...	...	...	56,758	23
0·11	0·03	...	0·80	0·19	1·13	37,575	48,773	...	57,090	38,813	51,782	10
...	...	...	...	...	0·45	...	...	...	...	...	39,835	26
...	...	...	...	...	...	...	...	...	...	...	...	

APPEN

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Railway.	Engines—*concld.*							
			Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the list.	Total value, in thousands of rupees, on 31st March 1915.	Total value per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.	Number at close of 1913-14.	Number added 1914-15.	Number at close of 1914-15.
Main head.	Sub-head.									
24	25	26	27	28	29	30	31	32	33	34
		2' 6" gauge.								
29	...	Arrah-Sasaram Light ...	...	...	...	1,26	2,091	23	...	23
30	...	Bangalore-Chik Ballapur Light	Information not available.			...	...	...	...	...
32	...	Baraset-Basirhat Light ...	...	...	...	1,67	3,194	42	3	45
33	...	Barsi Light	...	1	7·70	4,11	3,544	49	...	49
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	2,827	15	17·24	38,60	4,861	232	48	280
34	...	Bengal Provincial	...	1	16·66	1,04	3,118	26	...	26
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	2	9·04	4,03	1,454	68	34	102
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	99	3,007	19	...	19
38	...	Champaner-Shivrajpur Light ...	652	...	...	85	4,187	4	...	4
39	...	Cutch State	...	...	...	50	1,305	9	...	9
40	...	Dehri-Rohtas Light ...	...	1	33·33	42	1,742	5	...	5
41	...	Dholpur-Bari	...	1	25·00	80	2,202	9	...	9
5	(*g*)	Dhond-Baramati	...	...	...	71	2,604	...	5	5
3	(*b*)	Eastern Bengal	...	...	...	...	...	55	...	55
5	(*h*)	Ellichpur-Yeotmal	...	...	...	2,03	3,010	6	10	16
43	...	Godhra-Lunavada ...	1,054	...	...	48	1,868	6	...	6
8	(*m*), (*o*) & (*p*).	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	3	9·37	7,84	4,389	74	10	84
44	...	Jessore-Jhenidah	1,016	...	...	1,00	2,717	...	17	17
8	(*n*)	Kalka-Simla	1,017	4	16·67	7,24	12,079	114	8	122
45	...	Kolar District	395	...	...	·27	2,470	4	...	4
46	...	Madaya Light	...	Information not available			...	...	...	...
10	(*j*) & (*k*)	Morappur-Hosur and Tirupat tur-Krishnagiri.	1,781	3	33·33	3,02	3,061	35	...	35
23	...	Morvi	...	...	...	96	5,069	51	—8	43
1	(*d*)	Mourbhanj State	892	...	...	69	2,135	11	...	11
47	...	Nadiad Kapadvanj ...	1,741	...	...	48	1,715	7	...	7
1	(*f*)	Parlakimedi Light ...	719	...	...	1,01	4,114	9	...	9
25	(*c*)	Powayan Light ...	...	1	28·00	1,02	2,591	18	...	18
48	...	Shahdara (Delhi)-Saharanpur Light.	...	1	12·50	2,76	2,984	43	...	43
49	...	Tezpore-Balipara Light ...	...	1	25·00	84	4,217	13	1	14
8	(*q*)	Trans-Indus (Kalabagh-Bannu)	2,265	2	28·57	4,64	5,218	33	4	37
		Total ...	...	...	...	...	...	965	132	1,097
		2' 0" gauge.								
50	...	Darjeeling-Himalayan ...	...	4	22·22	3,81	7,475	103	2	105
51	...	Darjeeling-Himalayan Extensions	Information not available.			...	...	...	...	...
52	...	Gwalior Light	...	6	27·27	5,24	2,095	83	...	83
53	...	Howrah-Amta Light ...	...	...	...	3,45	7,871	98	10	108
54	...	Howrah-Sheakhala Light ...	...	...	...	65	3,281	24	8	32
55	...	Jagadhri Light	...	1	50·00	29	6,014	4	...	4
56	...	Jorhat (Provincial)	...	2	25·00	...	...	30	...	30
5	(*h*)	Matheran Light ...	...	...	...	1,41	11,186	35	...	35
20	(*f*)	Pipar-Bilara Light	283	...	...	19	759	5	...	5
58	...	Tarikere-Narasimharajapura ...	Information not available.			...	...	...	...	...
		Total ...	...	...	...	...	...	382	20	402
		Grand Total ...	...	...	...	...	...	22,364	602	22,966

DIX 17—*contd.*

during the financial year 1914-15 (except where otherwise stated).

Coaching Stock.												Number.
Number per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.						Average mileage run by each *per annum*.						
1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	Main head.
35	36	37	38	39	40	41	42	43	44	45	46	47
...	...	...	...	...	0·38	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	0·86	...	...	...	...	...	...	32
0·04	0·04	...	0·29	0·05	0·42	46,452	48,564	...	6,978	23,974	4,361	33
0·03	0·02	0·02	0·23	0·05	0·35	44,373	51,604	60,068	58,271	45,872	54,970	1
0·06	0·06	0·06	0·45	0·10	0·76	...	...	...	...	...	...	34
...	...	...	...	...	0·37	...	...	...	...	...	...	2
...	...	...	...	...	0·58	...	...	...	...	...	...	35
...	...	...	...	...	0·18	...	...	...	10,107	11,725	21,832	38
0·04	0·02	...	0·13	0·05	0·24	...	...	...	...	...	...	39
...	...	...	...	...	0·21	...	...	...	...	...	...	40
0·06	...	...	0·16	0·03	0·25	...	...	...	...	...	...	41
0·04	...	...	0·11	0·03	0·18	...	...	...	...	...	...	5
0·16	0·09	0·21	0·24	0·17	1·57	...	...	...	...	...	...	8
0·03	...	...	0·16	0·05	0·24	...	...	...	...	...	...	5
...	...	...	0·15	0·03	0·23	...	...	...	10,135	9,847	19,982	43
...	...	...	...	...	0·47	...	...	...	...	...	...	8
...	...	...	...	...	0·46	...	...	...	...	...	...	44
0·39	0·34	...	0·97	0·33	2·06	10,549	11,332	...	8,786	12,571	10,173	8
...	0·07	...	0·26	0·03	0·36	...	...	...	...	...	...	45
...	...	...	...	Information not available.			...	...	...	...	...	46
0·03	...	...	0·27	0·05	0·35	47,528	...	...	57,504	35,776	53,234	10
0·37	0·26	...	1·33	0·32	2·27	...	...	...	...	...	...	22
0·06	0·04	0·02	0·16	0·06	0·34	12,095	30,767	30,537	28,067	17,771	23,768	1
...	...	...	0·18	0·07	0·25	...	...	...	30,026	20,351	50,359	47
...	...	...	...	...	0·37	...	...	...	...	...	26,436	7
0·05	0·05	...	0·35	0·03	0·46	...	...	...	...	...	...	35
0·03	...	0·03	0·39	...	0·45	...	...	...	...	...	...	48
0·15	...	...	0·55	...	0·70	...	...	...	...	...	...	49
0·04	0·03	0·02	0·29	0·05	0·43	14,354	30,515	35,678	33,547	17,699	29,149	8
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	2·06	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	...	...	...	...	51
...	...	...	...	...	0·34	...	...	...	...	...	...	52
...	...	...	...	...	2·46	...	...	...	...	...	...	53
...	...	...	...	...	1·47	...	...	...	...	...	...	54
...	...	...	...	...	1·21	...	...	...	...	...	...	55
...	...	...	...	...	0·92	...	...	...	...	...	...	56
1·38	0·71	...	0·59	0·15	2·86	...	...	...	...	...	12,087	5
0·01	0·01	...	0·18	...	0·20	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	58
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Railway.	Coaching Stock—*contd.*						Number at close of			
Main head.	Sub-head.		Average mileage run by each *per diem*.	Freight ton mileage per vehicle, in thousands of tons.*	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1915.	Total value per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes
48	49	50	51	52	53	54	55	56	57	58	59	60
		5′ 6″ gauge.										
1	(*a*)	Bengal-Nagpur	147	48	153	14·13	†1,42,16	†7,575	5,423	6,914	244	687
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	191	81	121	13·33	†1,13,65	†9,316	4,851	3,688	...	571
3	(*a*)	Eastern Bengal	151	41	101	12·98	†67,99	†13,142	5,293	885	107	254
4	(*a*) to (*c*)	East Indian	199	69	487	20·81	†3,08,84	†11,851	13,570	12,724	150	1,127
5	(*a*) to (*f*)	Great Indian Peninsula ...	184	64	405	19·19	†2,47,60	†8,804	11,059	4,891	236	941
6	(*a*) & (*b*)	Madras and Southern Mahratta	129	53	74	10·18	†70,39	†6,758	2,419	1,493	123	335
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	115	43	13	7·19	16,12	4,579	437	1,225	10	42
8	(*a*) to (*l*)	North Western	162	59	390	12·58	†4,61,82	†9,209	18,889	4,789	509	932
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	134	45	159	14·64	...	...	6,891	563	163	119
10	(*a*)	South Indian	113	56	22	6·21	†33,59	†8,654	898	519	219	104
		Total ...	...	...	...	...	...	...	69,230	37,651	1,761	5,112
		3′ 3¾″ gauge.										
11	...	Assam-Bengal	97	33	29	7·20	†14,96	†5,302	2,200	448	79	65
12	...	Bengal and North-Western ...	212	53	143	13·58	...	...	7,668	671	304	319
13	...	Bengal Docars	...	...	...	...	3,17	2,076	264	48	32	19
14	...	Bhavnagar State	150	30	10	3·45	†5,36	†2,177	162	324	10	17
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	158	48	308	19·70	1,51,25	6,792	5,979	2,734	53	376
15	...	Burma	90	37	185	13·81	†90,17	†5,639	5,355	1,805	446	340
17	...	Dibru-Sadiya	...	...	...	...	...	...	294	934	54	29
3	(*b*) to (*d*)	Eastern Bengal	...	...	100	11·90	‡73,15	‡6,292	3,725	696	279	313
18	...	Gondal-Porbandar State ...	130	35	18	15·33	†4,03	†1,835	93	203	9	64
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	160	45	13	7·27	12,95	2,936	782	259	20	43
19	...	Jamnagar	67	32	...	...	†1,08	†1,892	40	40	...	4
20	(*a*) to (*e*)	Jodhpur-Bikaner	203	66	17	6·58	†16,85	†1,297	1,333	337	...	86
21	...	Junagad State	91	24	2	3·77	†2,67	†2,849	55	123	3	2
6	(*c*) to (*l*)	Madras and Southern Mahratta	91	25	128	10·11	§61,85	§3,032	4,637	1,384	155	250
22	...	Morvi	...	...	11	16·42	4,40	5,958	29	79	...	3
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	155	35	17	7·50	†18,96	†3,334	1,623	242	76	75
10	(*b*) to (*i*)	South Indian	142	43	156	10·84	†1,26,48	†10,547	2,465	1,446	99	218
26	...	Udaipur-Chitorgarh ...	109	31	3	9·26	†1,72	†2,557	41	10	...	3
		Total ...	...	...	...	...	...	...	36,745	11,733	1,619	2,226

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

‡ Includes the outlay on the 2′ 6″ gauge section.

§ Excludes the outlay by the West of India Portuguese railway.

DIX 17—*contd.*

during the financial year 1914-15 (except where otherwise stated).

Goods Stock.											
1913-14.	Number added in 1914-15.					Number at close of 1914-15.					Number.
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Main head.
61	62	63	64	65	66	67	68	69	70	71	72
13,218	722	431	72	—22	1,203	6,145	7,345	316	615	14,421	1
9,110	256	...	...	...	256	5,107	3,688	...	571	9,366	2
6,509	48	74	—15	11	118	5,341	929	92	265	6,627	3
27,571	6,331	...	...	73	6,404	19,901	12,724	150	1,200	33,975	4
17,127	507	6	50	80	643	11,566	4,897	286	1,021	17,770	5
4,370	146	...	...	...	146	2,565	1,493	123	335	4,516	6
1,774	74	...	40	11	125	511	1,225	50	53	1,839	7
25,169	1,439	402	13	—259	1,595	20,328	5,191	522	723	26,764	8
7,235	535	...	...	...	535	6,926	562	163	119	7,770	9
1,731	...	—24	—7	...	—31	898	486	212	104	1,700	10
113,754	10,058	889	153	—106	10,994	79,268	38,540	1,914	5,006	124,748	
2,792	853	60	...	1	914	3,053	508	79	66	3,706	11
8,962	235	...	...	9	244	7,903	*671	304	328	9,206	12
363	...	...	...	...	...	264	48	32	19	363	13
513	...	...	...	...	...	162	324	10	17	513	14
9,142	89	—25	...	—1	63	6,066	2,709	53	375	9,205	2
7,946	100	...	34	—1	133	6,455	1,805	480	339	8,079	15
1,311	...	...	18	...	18	294	934	72	29	1,329	17
5,013	73	110	8	179	370	3,798	806	287	492	5,383	3
369	6	21	...	...	27	99	224	9	64	396	18
1,104	—92	109	...	1	18	690	368	20	44	1,122	7
84	...	...	...	...	...	40	40	...	4	84	19
1,756	180	20	...	4	204	1,513	357	...	90	1,960	20
183	—1	31	...	1	31	54	154	3	3	214	21
6,376	96	—51	...	14	59	4,733	1,283	155	264	6,435	6
111	2	...	...	...	2	31	79	...	3	113	22
2,016	22	...	...	—2	20	1,645	242	76	73	2,036	25
4,223	34	17	...	16	67	2,499	1,463	99	234	4,295	10
54	...	...	...	...	...	41	10	...	3	54	26
52,323	1,597	292	60	221	2,170	38,342	12,025	1,679	2,447	54,493	

* Includes 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway.	Coaching Stock—*concld.*						Number at close of			
			Average mileage run by each *per diem*.	Freight ton mileage per vehicle in thousands of tons*.	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st March 1915.	Total value per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.
Main head.	Sub-head.											
48	49	50	51	52	53	54	55	56	57	58	59	60
		2' 6" gauge.										
29	...	Arrah-Sasaram Light ...	...	...	1	4·35	1,31	2,156	27	20	...	4
30	...	Bangalore-Chik Ballapur Light	Information not available				...	...	...	...	...	...
32	...	Baraset-Basirhat Light ...	...	...	...	...	1,94	3,706	6	29	...	3
33	...	Barsi Light	12	...	2	4·08	...	...	37	67	...	7
1	(b), (c), (e), (g) & (h).	Bengal-Nagpur	151	23	15	5·42	24,38	3,070	594	534	43	51
34	...	Bengal Provincial	...	...	...	...	76	2,288	19	37	...	1
2	(m) to (r)	Bombay, Baroda and Central India.	...	...	1	0·98	†3,88	†1,402	90	271	...	17
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	82	2,471	14	44	...	3
36	...	Champaner-Shivrajpur Light...	60	...	...	...	39	1,929	5	52	...	2
39	...	Cutch State	...	...	...	...	...	...	...	29	...	...
40	...	Dehri-Rohtas Light ...	...	...	...	...	17	720	27	43	...	3
41	...	Dholpur-Bari	...	...	1	11·11	88	2,425	8	35	...	2
5	(g)	Dhond-Baramati	...	...	...	...	48	1,755	...	...	...	...
3	(b)	Eastern Bengal	...	...	2	3·73	...	...	80	11	...	4
5	(h)	Ellichpur-Yeotmal... ...	...	...	...	...	1·10	935	30	10	...	...
43	...	Godhra-Lunavada	55	...	...	...	51	2,000	8	8	...	2
8	(m), (o) & (p)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	2	3·32	3,5 8	2,091	137	253	7	9
44	...	Jessore-Jhenidah ...	...	...	...	...	64	1,739	...	...	...	...
8	(n)	Kalka-Simla	28	5	8	6·45	†9,08	†15,156	57	46	9	46
45	...	Kolar District	...	23	...	...	34	3,078	6	4	...	...
46	...	Madaya Light	...	...	...	Information not available			...	...	...	...
10	(j) & (k)	Morappur-Hosur and Tiru-pattur-Krishnagiri.	145	23	1	2·08	1,88	1,991	30	48	...	...
22	...	Morvi	...	...	8	18·50	1,33	7,018	20	47	...	3
1	(d)	Mourbhanj State	65	11	...	...	47	1,443	8	12	...	...
47	...	Nadiad-Kapadvanj ...	137	...	...	...	60	2,176	12	16	...	2
1	(j)	Parlakimedi Light ...	72	21	...	...	...	...	2	14	...	3
25	(c)	Powayan Light	...	...	...	...	...	...	58	3	2	8
48	...	Shahdara (Delhi)-Saharanpur Light.	...	...	1	2·33	†1,7 1	†1,847	158	46	2	3
49	...	Tezpore-Balipara Light ...	...	...	...	...	†67	†3,856	38	31	4	3
8	(q)	Trans-Indus (Kalabagh-Bannu)	80	23	...	...	3,24	3,642	20	10	...	6
		Total ...	...	...	...	...	...	...	1,541	1,719	67	182
		2' 0" gauge.										
50	...	Darjeeling-Himalayan ...	...	...	...	...	...	...	113	133	6	7
51	...	Darjeeling-Himalayan extensions	Information not available				...	...	...	...	...	...
52	...	Gwalior Light	...	...	...	...	...	...	195	120	1	30
53	...	Howrah-Amta Light ...	...	...	...	...	3,95	9,015	14	57	...	11
54	...	Howrah-Sheakhala Light ...	...	...	...	...	1,33	6,725	4	4	...	1
55	...	Jagadhri Light	...	...	...	...	8	2,528	1	6	...	1
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...	50	20	1	11
5	(h)	Matheran Light	34	...	...	...	...	...	7	16	...	2
20	(f)	Pipar-Bilara Light ...	...	...	...	...	...	...	1	7	...	2
58	...	Tarikere-Narasimharajapura ...	Information not available				...	...	...	...	...	...
		Total ...	...	...	...	...	...	...	385	373	8	65
		Grand Total ...	...	...	...	...	...	...	107,901	51,476	3,455	7,585

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

DIX 17—*contd.*

during the financial year 1914-15 (except where otherwise stated).

Goods Stock.											Number.
1913-14.	Number added in 1914-15.					Number at close of 1914-15.					
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Main head.
61	62	63	64	65	66	67	68	69	70	71	72
51	...	...	...	...	...	27	20	...	4	51	29
...	...	...	...	...	...	...	...	...	...	...	30
38	...	3	...	...	3	6	32	...	3	41	32
161	...	1	...	—1	...	37	98	...	6	161	33
1,222	29	99	...	7	135	623	633	43	58	1,357	1
57	...	2	...	...	2	19	39	...	1	59	34
378	68	28	...	10	106	158	299	...	27	484	2
61	...	...	...	...	...	14	44	...	3	61	35
59	...	5	...	...	5	5	57	...	2	64	38
29	...	...	...	...	...	...	29	...	...	29	39
72	...	...	...	...	...	27	42	...	3	72	40
45	...	5	...	...	5	8	40	...	2	50	41
...	9	6	...	...	15	9	6	...	...	15	5
95	...	...	...	...	...	80	11	...	4	95	3
40	40	26	...	1	67	70	36	...	1	107	5
18	...	...	...	...	...	8	8	...	2	18	43
406	11	—178	40	149	22	148	75	47	158	428	8
...	10	12	2	3	27	10	12	2	3	27	44
158	21	5	...	—8	18	78	51	9	38	176	8
10	...	...	...	5	5	6	4	...	5	15	45
...	...	...	Information not available			...	...	...	...	...	46
78	...	...	...	...	...	30	48	...	...	78	10
70	...	...	...	...	...	20	47	...	3	70	22
20	...	...	...	...	...	8	12	...	...	20	1
30	...	...	...	...	...	12	16	...	2	30	47
19	...	...	...	...	...	2	14	...	3	19	1
71	...	...	...	...	...	58	3	2	8	71	25
209	10	—10	...	...	...	168	36	2	3	209	48
76	...	2	...	...	2	38	33	4	3	78	49
36	11	...	...	6	17	31	10	...	12	53	8
3,509	209	6	42	172	429	1,750	1,725	109	354	3,938	
259	2	13	...	...	15	115	146	6	7	274	50
...	...	...	...	...	...	...	...	...	...	...	51
346	...	...	...	...	...	195	120	1	30	346	52
82	...	6	...	...	6	14	63	...	11	88	53
9	...	...	...	...	...	4	4	...	1	9	54
8	...	...	...	...	...	1	6	...	1	8	55
92	...	4	...	...	4	50	34	1	11	96	56
25	...	...	...	...	...	7	16	...	2	25	5
19	...	...	...	...	...	1	7	...	2	10	20
...	...	...	...	...	...	...	...	...	...	...	58
831	2	23	...	...	25	387	396	8	65	856	
170,417	11,866	1,210	255	287	13,618	119,767	52,686	3,710	7,872	184,035	

APPEN

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway.	Goods						
			Number of all classes per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Average tare in tons.		Average carrying capacity in tons.	
Main head.	Sub-head.					Covered wagons.	Open wagons.	Covered wagons.	Open wagons.
73	74	75	76	77	78	79	80	81	82
		5' 6" gauge.							
1	(a)	Bengal-Nagpur	7·67	14,162	39	8·46	8·55	16·10	17·67
2	(a) to (e)	Bombay, Baroda and Central India.	7·13	11,053	30	8·38	8·21	18·80	18·93
3	(a)	Eastern Bengal	11·83	9,990	27	8·71	7·77	16·73	17·73
4	(a) to (c)	East Indian	12·26	17,282	47	7·97	7·56	18·13	16·74
5	(a) to (f)	Great Indian Peninsula ...	5·84	12,779	35	8·67	7·57	17·71	16·26
6	(a) & (b)	Madras and Southern Mahratta.	4·34	12,088	33	8·01	7·70	16·78	17·02
7	(a) & (b)	Nizam's Guaranteed State ...	5·24	14,139	39	8·35	7·22	*17·84	19·11
8	(a) to (f)	North Western	5·34	10,754	29	8·38	7·74	*21·24	17·29
9	(a) to (c)	Oudh and Rohilkhand ...	4·58	10,503	29	8·05	6·80	17·60	18·61
10	(a)	South Indian	2·94	11,346	31	8·00	7·53	17·25	18·19
		Total ...	...	...	...	...	...	...	...
		3' 3½" gauge.							
11	...	Assam-Bengal	4·28	5,896	16	5·37	3·76	10·68	8·32
12	...	Bengal and North-Western ...	*4·17	*11,450	*31	4·26	*2·88	10·93	*10·56
13	...	Bengal Dooars	2·37	...	...	...	...	...	...
14	...	Bhavnagar State	2·08	2,993	27	3·82	3·10	7·35	7·83
2	(f) to (l)	Bombay, Baroda and Central India.	4·13	14,880	41	4·60	4·52	10·22	12·31
15	...	Burma	5·05	10,794	30	4·78	3·88	10·46	9·30
17	...	Dibru-Sadiya	14·52	...	...	...	...	...	...
3	(b) to (d)	Eastern Bengal	4·77	...	..	6·78	4·55	12·12	11·19
18	...	Gondal-Porbandar State ...	1·80	7,002	19	3·81	3·17	7·32	7·88
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	2·87	11,258	31	4·56	4·05	11·21	11·91
19	...	Jamnagar	1·55	4,875	13	4·25	4·11	7·35	7·35
20	(a) to (e)	Jodhpur-Bikaner	1·51	10,214	28	5·34	5·04	9·76	13·37
21	...	Junagad State	1·88	9,020	25	4·01	3·69	7·35	7·43
6	(c) to (f)	Madras and Southern Mahratta	3·08	13,902	38	4·13	4·38	8·07	9·44
22	...	Morvi	1·53	...	...	...	...	7·25	12·50
25	(a) & (b)	Rohilkund and Kumaon ...	3·67	6,594	18	5·00	3·32	13·49	9·28
10	(b) to (i)	South Indian	3·53	15,289	42	5·99	4·67	11·62	9·76
26	...	Udaipur-Chitorgarh ...	0·79	8,766	23	4·04	3·19	8·92	7·40
		Total ...	...	...	...	...	...	...	...

* The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

DIX 17—*contd.*

during the financial year 1914-15 (except where otherwise stated).

STOCK—*concld.*								NUMBER.
Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees on 31st March 1915.	Total value per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock in thousands of rupees on 31st March 1915.	Grand total value of rolling-stock per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.	Main head.
83	84	85	86	87	88	89	90	91
8·26	98	460	3·19	4,97,18	26,492	9,15,81	48,798	1
6·96	74	333	3·56	2,61,32	21,421	5,36,58	43,985	2
4·98	52	277	4·30	2,13,93	38,205	4,10,91	73,383	3
8·68	146	1,062	3·13	11,72,14	43,149	20,48,37	75,405	4
8·07	120	996	5·61	5,00,08	16,774	12,89,31	43,246	5
7·27	111	398	6·60	1,36,12	13,068	3,18,28	30,557	6
2·15	72	51	2·77	52,29	14,855	98,60	28,010	7
8·14	85	375	3·27	7,58,95	15,134	19,01,45	37,916	8
5·70	46	271	3·49	†3,18,93	†18,791	4,51,59	26,607	9
7·01	69	87	5·12	53,80	12,063	1,42,92	32,048	10
...	...	...	...	...	...	...	...	
5·17	33	98	2·64	93,30	11,002	1,81,65	21,424	11
**4·07	**37	519	5·73	†2,30,77	†11,378	3,35,91	16,562	12
...	...	...	...	8,14	5,819	14,01	9,160	13
3·42	34	28	5·55	5,88	2,386	16,04	6,510	14
4·29	59	562	6·10	1,06,87	4,799	3,61,87	16,250	2
4·53	49	652	8·07	1,57,52	9,851	3,66,85	22,942	15
...	...	...	...	...	...	¶33,96	¶39,482	17
...	...	276	5·16	§1,31,08	§11,275	§2,79,79	§24,067	3
3·06	30	27	6·78	4,80	2,184	13,37	6,086	18
4·65	47	37	3·27	21,52	4,879	57,72	13,088	7
2·90	16	...	...	1,72	3,177	4,11	7,575	19
4·03	48	53	2·71	33,95	2,614	87,26	6,719	20
3·97	31	8	3·88	3,02	2,647	7,93	6,960	21
3·78	48	236	3·67	†99,32	†4,868	†2,41,78	†11,851	6
...	...	8	7·08	2,57	3,471	10,17	13,758	22
3·38	24	42	2·07	39,49	6,943	80,78	14,194	25
3·89	57	149	3·47	77,83	6,389	2,92,03	23,974	10
2·14	17	...	...	85	1,261	3,86	5,735	26
...	...	...	...	...	...	...	...	

† Includes the outlay on coaching stock.
‡ Excludes the outlay by the West of India Portuguese railway.
§ Includes the outlay on the 2' 6" gauge section.
¶ Excludes the outlay by the Ledo and Tikak-Margherita Colliery railway.
** The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Railway.	Goods						
			Number of all classes per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Average tare in tons.		Average carrying capacity in tons.	
Main head.	Sub-head.					Covered wagons.	Open wagons.	Covered wagons.	Open wagons.
73	74	75	76	77	78	79	80	81	82
		2' 6" gauge.							
29	...	Arrah-Sasaram Light ...	0·84	...	...	3·20	3·20	8·00	8·00
30	...	Bangalore-Chik Ballapur Light	Information not available			...	...	...	...
32	...	Baraset-Basirhat Light ...	0·78	...	...	2·75	2·50	7·00	7·00
33	...	Barsi Light	1·39	1,327	4	6·55	4·80	15·64	15·32
1	(b), (c), (e), (g) & (h).	Bengal-Nagpur	1·71	10,871	28	7·41	6·83	16·03	15·82
34	...	Bengal Provincial	1·77	...	...	...	...	...	...
2	(m) to (n)	Bombay, Baroda and Central India.	1·75	...	...	2·67	3·14	5·85	9·52
35	...	Bukhtiarpur-Bihar Light ...	1·35	...	...	2·75	2·50	6·00	6·00
36	...	Champaner-Shivrajpur Light ...	3·16	...	...	6·50	3·41	16·00	7·59
39	...	Cutch State	0·78	...	...	...	6·83	...	6·00
40	...	Dohri-Rohtas Light ...	3·02	...	...	...	...	8·00	9·43
41	...	Dholpur-Bari	1·37	...	...	7·00	3·40	16·00	9·00
5	(g)	Dhond-Baramati	0·55	...	...	6·70	5·20	16·00	16·00
3	(b)	Eastern Bengal	2·65	...	...	3·22	1·98	4·63	4·07
5	(h)	Ellichpur-Yeotmal ...	1·59	...	...	6·70	4·30	16·00	11·55
43	...	Godhra-Lunavada	0·70	...	...	6·50	6·15	16·00	16·00
8	(m), (o) & (p)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	2·04	...	...	...	...	...	...
44	...	Jessore-Jhenidah	0·73	...	...	...	...	7·00	7·00
8	(n)	Kalka-Simla	2·94	6,851	19	5·28	6·53	11·26	18·33
45	...	Kolar District	1·37	...	...	3·16	2·70	6·50	7·00
46	...	Madaya Light	Information not available			...	...	...	...
10	(j) & (k)	Morappur-Hasur and Tirupattur-Krishnagiri.	0·79	2,179	25	6·46	5·75	9·50	10·00
22	...	Morvi	3·68	...	...	...	...	4·75	8·00
1	(d)	Mourbhanj State	0·62	2,919	27	5·84	4·96	13·10	11·33
47	...	Nadiad-Kapadvanj ...	1·07	...	...	6·50	6·15	16·00	16·00
1	(f)	Parlakimedi Light ...	0·77	6,146	17	6·98	4·06	9·04	7·33
25	(o)	Powayan Light	1·82	...	...	3·16	...	6·00	...
48	...	Shahdara (Delhi)-Saharanpur Light.	2·26	...	...	3·70	3·40	8·00	8·00
49	...	Tespore-Balipara Light ...	3·88	...	...	2·00	2·00	4·00	4·00
8	(g)	Trans Indus (Kalabagh-Bannu)	0·60	15,412	42	7·35	6·25	17·65	18·75
		Total ...	...	...	...	...	...	...	...
		2' 0" gauge.							
50	...	Darjeeling-Himalayan ...	5·37	...	...	...	...	...	...
51	...	Darjeeling-Himalayan Extensions.	Information not available			...	...	...	...
52	...	Gwalior Light	1·37	...	...	3·00	2·51	7·74	6·75
53	...	Howrah-Amta Light ...	2·01	...	...	2·50	2·25	5·00	5·00
54	...	Howrah-Sheakhala Light ...	0·46	...	...	2·50	2·25	5·00	5·00
55	...	Jagadhri Light	2·42	14,299	39	3·30	2·47	7·00	7·00
56	...	Jorhat (Provincial) ...	2·95	...	...	...	...	...	...
5	(i)	Matheran Light	1·98	...	...	1·80	1·80	3·00	3·00
20	(l)	Pipar-Bilara Light	0·40	4,956	14	3·03	2·23	5·00	5·71
58	...	Tarikere-Narasimharajapura ...	Information not available			...	...	...	...
		Total ...	...	...	...	...	...	...	...
		Grand Total ...	...	...	...	...	...	...	...

DIX 17—*concld.*

during the financial year 1914-15 (except where otherwise stated).

STOCK—*concld.*

Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st March 1915.	Total value per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling stock, in thousands of rupees on 31st March 1915.	Grand total value of rolling-stock per mile of line open on 31st March 1915, excluding 2nd, 3rd, etc., tracks.	NUMBER. Main head.
83	84	85	86	87	88	89	90	91
...	...	1	1·96	1,07	1,765	3,64	6,012	29
...	...	...	...	...	...	...	...	30
...	...	...	...	84	1,612	4,45	8,512	32
...	...	4	2·48	†12,98	11,209	17,09	14,753	33
3·26	33	52	3·85	48,02	6,047	1,11,00	13,978	1
...	...	...	...	85	2,553	2,65	7,959	34
...	...	16	3·39	9,46	3,418	17,37	6,274	2
...	...	...	...	1,46	4,419	3,27	9,897	35
...	...	...	...	1,00	4,957	2,24	11,073	38
...	...	...	...	†58	†1,582	1,08	2,947	39
...	...	...	...	96	3,622	1,45	6,084	40
...	...	...	...	82	2,250	2,50	6,577	41
...	...	...	...	48	1,781	1,67	6,140	5
...	...	...	...	Included with the Eastern Bengal railway, (3' 3½" gauge section).				3
...	21	...	...	2,87	2,435	6,00	6,380	5
...	...	...	...	45	1,774	1,44	5,642	43
...	...	7	1·64	7,44	4,166	18,86	10,556	8
...	...	...	...	62	1,685	2,26	6,141	44
3·18	19	11	6·45	4,23	7,059	20,55	34,294	8
...	...	...	...	21	1,911	82	7,459	45
...	...	...	...	Information not furnished.				46
1·67	13	1	1·28	2,46	2,489	7,36	7,451	10
...	...	7	10·00	1,21	6,432	3,50	18,519	22
2·04	20	...	...	54	1,675	1,70	5,253	1
...	...	...	...	48	1,716	1,56	5,607	47
1·96	11	...	...	*71	*2,935	1,72	7,017	1
...	...	1	2·18	*1,73	*4,367	2,75	6,958	25
...	...	3	1·43	4,95	5,349	9,42	10,180	48
...	...	...	...	77	3,854	3,28	11,427	49
3·67	54	...	...	2,35	2,644	10,23	11,504	8
...	...	...	...	...	...	...	...	
...	...	...	...	†5,07	†9,941	8,88	17,416	50
...	...	...	...	...	...	...	...	51
...	...	...	...	*7,61	*3,124	18,05	5,219	52
...	...	...	...	1,32	2,771	3,62	19,657	53
...	...	...	...	21	1,089	2,19	11,095	54
...	...	1	12·50	11	3,886	39	11,928	55
...	...	...	...	...	...	3,24	9,977	56
...	...	...	...	†1,42	†11,263	2,83	22,449	5
2·00	...	...	...	*30	*1,186	49	1,945	20
...	...	...	...	...	...	...	...	58
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	

* Includes the outlay on coaching stock.
† Includes the outlay on coaching stock and motor cars.

APPEN

Rolling-stock fitted with automatic brakes

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Locomotives.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working, or on both passenger working and goods working.		
Main head.	Sub-head.		Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.
1	2	3	4	5	6	7	8	9	10	11	12
		5′-6″ Gauge.									
1	(*a*)	Bengal-Nagpur ...	89	...	100·00	...	...	...	289	90	76·25
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	135	...	100·00	...	...	...	192	22	89·72
3	(*a*)	Eastern Bengal ...	103	...	100·00	70	3	95·89	76	35	68·47
4	(*a*) to (*c*)	East Indian ...	204	...	100·00	671	166	80·17	174	2	98·86
5	(*a*) to (*f*)	Great Indian Peninsula ...	324	...	100·00	619	14	97·79	176	12	93·62
6	(*a*) & (*b*)	Madras and Southern Mahratta.	71	...	100·00	...	...	...	161	18	89·94
7	(*a*) & (*b*)	Nizam's Guaranteed State...	...	...	...	...	21	...	31	19	62·00
8	(*a*) to (*l*)	North Western ...	331	...	100·00	927	...	100·00	70	7	90·90
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	99	...	100·00	...	...	...	168	9	94·92
10	(*a*)	South Indian	31	...	100·00	...	...	...	83	12	87·37
		3′ 3½″ Gauge.									
11	...	Assam-Bengal ...	5	...	100·00	...	...	...	113	...	100·00
12	...	Bengal and North-Western	54	...	100·00	...	...	...	102	172	37·23
13	...	Bengal Docars ...	...	...	...	...	...	...	...	10	...
14	...	Bhavnagar State ...	...	...	...	...	...	...	10	10	50·00
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	219	...	100·00	...	...	...	235	48	83·04
15	...	Burma	12	...	100·00	...	...	...	247	72	77·43
17	...	Dibru-Sadiya	...	...	...	...	...	...	10	16	38·46
3	(*b*) to (*d*)	Eastern Bengal ...	88	...	100·00	69	...	100·00	79	16	83·16
18	...	Gondal-Porbandar State ...	...	...	...	...	...	...	7	10	41·18
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley	15	...	100·00	8	8	50·00	16	24	40·00
19	...	Jamnagar	...	...	...	...	...	...	4	...	100·00
20	(*a*) to (*e*)	Jodhpur-Bikaner ...	...	...	...	...	...	...	3	101	2·88
21	...	Junagad State ...	...	...	...	...	...	...	3	8	27·27
6	(*c*) to (*l*)	Madras and Southern Mahratta.	42	...	100·00	27	...	100·00	63	172	26·81
22	...	Morvi	3	...	100·00	...	2	...	2	3	40·00
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	7	...	100·00	...	2	...	32	24	57·14
10	(*b*) to (*i*)	South Indian	35	...	100·00	...	...	...	266	19	93·33
26	...	Udaipur-Chitorgarh ...	...	...	...	...	...	...	...	4	...
		Carried over ...	1,867	...	...	2,391	216	...	2,612	985	...

DIX 18.

on the 31st March 1915.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.				Railway system.	Classification No. of Railway. (Detailed in "Index" to Appendix 1).	
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.		Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23
								5' 6" Gauge.		
1,061	25	...	100·00	3,047	1,260	4,990	65·34	Bengal-Nagpur ...	(*a*)	1
905	3	...	100·00	5,096	361	3,892	58·37	Bombay, Baroda and Central India.	(*a*) to (*e*)	2
651	56	73	90·64	2,498	961	3,154	52·31	Eastern Bengal ...	(*a*)	3
2,135	12	196	91·63	18,252	80	15,609	54·01	East Indian	(*a*) to (*c*)	4
2,066	...	44	97·91	7,397	300	9,993	43·51	Great Indian Peninsula ...	(*a*) to (*f*)	5
*727	...	...	100·00	2,391	2,109	...	100·00	Madras and Southern Mahratta.	(*a*) & (*b*)	6
182	2	...	100·00	490	12	1,335	27·33	Nizam's Guaranteed State...	(*a*) & (*b*)	7
3,040	65	...	100·00	20,264	1,402	5,030	81·16	North Western ...	(*a*) to (*l*)	8
1,001	72	11	98·99	3,393	1,783	2,572	66·80	Oudh and Rohilkhand ...	(*a*) to (*c*)	9
354	...	...	100·00	1,098	199	399	76·47	South Indian	(*a*)	10
								3' 3½" Gauge.		
397	6	...	100·00	2,967	282	440	88·07	Assam-Bengal ...	...	11
628	224	282	75·13	‡264	21	8,898	3·10	Bengal and North-Western	...	12
...	9	39	18·75	...	1	359	0·28	Bengal Dooars ...	...	13
41	19	56	51·72	...	2	510	0·39	Bhavnagar State ...	...	14
1,477	87	...	100·00	3,540	5,127	512	94·42	Bombay, Baroda and Central India.	(*f*) to (*l*)	2
†076	45	255	73·87	3,675	35	4,331	46·14	Burma	...	15
25	7	48	40·00	294	210	823	37·98	Dibru-Sadiya	...	17
722	38	27	96·78	287	6	5,058	5·48	Eastern Bengal ...	(*b*) to (*d*)	3
19	20	47	45·35	...	1	394	0·25	Gondal-Porbandar State ...	...	18
172	5	...	100·00	131	6	982	12·24	Hingoli Branch and Hyderabad-Godavari Valley.	(*c*) & (*d*)	7
4	6	14	41·67	...	...	84	...	Jamnagar	...	19
...	16	244	6·15	...	...	1,960	...	Jodhpur-Bikaner ...	(*a*) to (*e*)	20
24	11	19	64·81	...	...	214	...	Junagad State ...	...	21
540	104	622	50·87	203	...	6,211	3·16	Madras and Southern Mahratta.	(*c*) to (*l*)	6
43	6	18	73·13	...	...	113	...	Morvi	...	22
77	52	94	57·85	15	4	2,005	0·94	Rohilkund and Kumaon ...	(*a*) & (*b*)	25
883	41	515	64·21	126	161	3,997	6·70	South Indian ...	(*b*) to (*i*)	10
...	14	17	45·16	...	...	54	...	Udaipur-Chitorgarh ...	...	26
17,851	995	2,621	...	80,428	14,423	83,919	...			

* Excludes two rail motor cars fitted with automatic vacuum brake.
† Excludes three rail motor cars fitted with automatic vacuum brake.
‡ Includes 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

APPEN

Rolling-stock fitted with automatic brakes

Classification No. of Railway. (Detailed in "Index" to Appendix I).		Railway system.	Locomotives.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working or on both passenger working and goods working.		
Main head.	Sub-head.		Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.
1	2	3	4	5	6	7	8	9	10	11	12
		Brought forward ...	1,867	...	...	2,391	216	...	2,612	935	...
		2' 6" Gauge.									
29	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	5	...
30	...	Bangalore-Chik Ballapur Light.	Information not available.			...	...	...	...	...	...
32	...	Barasat-Basirhat Light ...	...	...	...	...	...	...	...	7	...
33	...	Barsi Light	...	...	...	...	...	...	12	1	92·31
1	(b) to (k)	Bengal-Nagpur ...	...	...	...	...	...	...	81	11	88·04
34	...	Bengal Provincial ...	...	...	...	...	...	...	...	6	...
2	(m) to (r)	Bombay, Baroda and Central India.	...	...	...	...	...	...	...	27	...
35	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...	...	4	...
38	...	Champaner-Shivrajpur Light	...	...	...	...	...	...	...	4	...
39	...	Cutch State	...	...	...	...	...	...	...	5	...
40	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	3	...
41	...	Dholpur-Bari ...	...	...	...	...	...	...	...	4	...
5	(g)	Dhond-Baramati ...	...	...	...	...	...	...	...	2	...
3	(b)	Eastern Bengal ...	...	...	...	...	...	...	...	5	...
5	(k)	Ellichpur-Yeotmal ...	...	...	...	...	...	...	...	7	...
43	...	Godhra-Lunavada ...	...	...	...	...	...	...	...	2	...
8	(m), (o) and (p)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Dargai.	...	...	...	...	...	...	5	27	15·62
44	...	Jessore-Jhenidah ...	...	...	...	...	...	...	...	4	...
8	(n)	Kalka-Simla	...	...	...	...	...	...	2½	...	100·00
45	...	Kolar District ...	...	...	...	...	...	...	...	3	...
46	...	Madaya Light ...	Information not available.			...	...	...	...	...	...
10	(j) and (k)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	...	...	...	...	3	6	33·33
22	...	Morvi	...	3	...	...	1	...	...	1	...
47	...	Nadiad-Kapadvanj ...	...	...	...	...	...	...	...	3	...
25	(c)	Powayan Light ...	...	...	...	...	...	...	...	5	...
48	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	8	...
49	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	...	4	...
8	(q)	Trans-Indus (Kalabagh-Bannu).	...	...	...	...	...	...	7	...	100·00
		2' 0" Gauge.									
50	...	Darjeeling-Himalayan ...	...	...	...	...	...	...	...	18	...
51	...	Darjeeling-Himalayan Extensions.	Information not available.			...	...	...	...	...	...
52	...	Gwalior Light ...	...	...	...	...	...	...	...	22	...
53	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	17	...
54	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	4	...
55	...	Jagadhri Light ...	...	...	...	...	...	...	...	2	...
56	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	8	...
5	(i)	Matheran	...	...	...	...	...	...	2	3	40·00
20	(f)	Pipar-Bilara Light ...	...	...	...	...	...	...	...	2	...
58	...	Tarikere-Narasimharajapura	Information not available.			...	...	...	...	...	...
		Total ...	1,867	3	99·84	2,391	217	91·68	2,746	1,165	70·21

DIX 18—*concld.*

on the 31st March 1914.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes.				Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix I).	
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.		Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23
17,851	995	2,621	...	80,428	14,423	83,919	...	Brought forward ...		
								2' 6" Gauge.		
...	...	23	...	...	...	51	...	Arrah-Sasaram Light ...	...	29
Information not available			...	...	...	...	...	Bangalore-Chik Ballapur Light.	...	30
...	...	45	...	...	...	41	...	Barasat-Basirhat Light ...	...	32
49	...	...	100·00	41	117	2	98·75	Barsi Light	...	33
261	...	39	87·00	1,256	...	136	90·23	Bengal-Nagpur ...	(*b*) to (*h*)	1
...	...	26	...	...	...	59	...	Bengal Provincial ...	...	34
...	...	102	...	...	...	484	...	Bombay, Baroda and Central India.	(*m*) to (*r*)	2
...	...	19	...	...	...	61	...	Bukhtiarpur-Bihar Light	...	35
...	...	4	...	...	...	64	...	Champaner-Shivrajpur Light	...	38
...	...	9	...	...	...	29	...	Cutch State	...	39
...	...	5	...	...	...	72	...	Dehri-Rohtas Light ...	...	40
...	...	9	...	...	...	50	...	Dholpur-Bari	..	41
...	...	5	...	...	...	15	...	Dhond-Baramati ...	(*g*)	5
...	...	55	...	...	...	95	...	Eastern Bengal ...	(*b*)	3
...	...	16	...	...	...	107	...	Ellichpur-Yeotmal ...	(*h*)	5
...	...	6	...	...	...	18	...	Godhra-Lunavada ...	...	43
...	...	84	...	...	...	428	...	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	(*m*),(*o*)and(*p*)	8
...	...	17	...	...	...	27	...	Jessore-Jhenidah ...	...	44
122	...	...	100·00	175	...	...	100·00	Kalka-Simla	(*n*)	8
...	...	4	...	...	...	15	...	Kolar District ...	...	45
Information not available			...	...	...	...	...	Madaya Light ...	...	46
...	...	35	...	...	...	78	...	Morappur-Hosur and Tirupattur-Krishnagiri.	(*j*) and (*k*)	10
...	...	43	...	...	...	70	...	Morvi	...	22
...	...	7	...	...	...	30	...	Nadiad-Kapadvanj ...	...	47
...	...	18	...	...	...	71	...	Powayan Light ...	(*c*)	25
...	...	43	...	...	...	209	...	Shahdara (Delhi)-Saharanpur Light.	...	48
...	...	14	...	...	...	78	...	Tezpore-Balipara Light ...	...	49
37	...	...	100·00	50	3	...	100·00	Trans Indus(Kalabagh-Bannu)	(*q*)	8
								2' 0" Gauge.		
...	...	105	...	...	...	274	...	Darjeeling-Himalayan ...	...	50
Information not available			...	...	...	...	...	Darjeeling-Himalayan Extensions.	...	51
...	...	83	...	...	...	346	...	Gwalior Light ...	...	52
...	...	108	...	...	...	88	...	Howrah-Amta Light ...	...	53
...	...	32	...	...	...	9	...	Howrah-Sheakhala Light...	...	54
...	...	4	...	...	...	8	...	Jagadhri Light ...	...	55
...	...	30	...	...	...	95	...	Jorhat (Provincial) ...	...	56
...	...	35	...	...	...	24	...	Matheran	(*i*)	5
...	...	5	...	...	...	10	...	Pipar-Bilara Light ...	(*f*)	20
Information not available			...	...	...	...	...	Tarikere-Narsimharajapura	...	59
18,320	995	3,651	84·10	81,950	14,543	8	52·57			

APPENDIX 19.

Rolling-stock lighted by either gas or electricity on the 31st March 1915.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway System.	Number of vehicles fitted for lighting with			Number of vehicles not fitted.	Proportion per cent of fitted to total.	Remarks.
Main head.	Sub-head.		Gas.	Electricity.	Total.			
1	2	3	4	5	6	7	8	9
		5′ 6″ gauge.						
1	...	Bengal-Nagpur	880	97	977	...	100·00	
2	(*a*) to (*e*)	Bombay, Baroda and Central India	910	107	1,017	1	99·90	
3	(*a*)	Eastern Bengal	590	86	676	195	78·51	
4	(*a*) to (*c*)	East Indian	1,717	141	1,858	164	91·89	
5	(*a*) to (*f*)	Great Indian Peninsula	1,594	263	1,857	44	97·68	
6	(*a*) & (*b*)	Madras and Southern Mahratta	859	*25	884	60	93·64	* Thirteen of these vehicles are also fitted for gas.
7	(*a*) & (*b*)	Nizam's Guaranteed State	134	20	154	58	72·64	
8	(*a*) to (*l*)	North Western	2,720	413	3,133	...	100·00	
9	(*a*) to (*c*)	Oudh and Rohilkhand	830	†123	953	125	88·40	† Four of these vehicles are also fitted for gas.
10	(*a*)	South Indian	256	136	392	22	94·69	
		3′ 3¾″ gauge.						
11	...	Assam-Bengal	364	14	378	5	98·69	
12	...	Bengal and North-Western	...	1,265	1,265	114	91·73	
13	...	Bengal Dooars	...	56	56	8	87·50	
14	...	Bhavnagar State	...	24	24	85	22·02	
2	(*f*) to (*l*)	Bombay, Baroda and Central India	...	1,394	1,394	176	88·79	
15	...	Burma	...	152	152	796	16·03	
17	...	Dibru-Sadiya	...	23	23	57	28·75	
3	(*b*) to (*d*)	Eastern Bengal	740	97	837	124	87·10	
18	...	Gondal-Porbandar State	...	42	42	41	50·60	
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	137	4	141	62	69·46	
19	...	Jamnagar	...	...	...	24	...	
20	(*a*) to (*e*)	Jodhpur-Bikaner	...	292	292	20	93·59	
21	...	Junagad State	...	4	4	49	7·54	
6	(*c*) to (*l*)	Madras and Southern Mahratta	1,259	‡6	1,265	33	97·46	‡These vehicles are also fitted for gas.
22	...	Morvi	...	...	...	67	...	
25	(*a*) & (*b*)	Rohilkund and Kumaon	...	171	171	78	68·67	
10	(*b*) to (*i*)	South Indian	...	833	833	598	58·21	
26	...	Udaipur-Chitorgarh	...	32	32	2	94·12	
		2′ 6″ gauge.						
29	...	Arrah-Sasaram Light	...	27	27	...	100·00	
30	...	Bangalore-Chik Ballapur Light	§	...	...	...	...	
32	...	Barasat-Basirhat Light	...	48	48	...	100·00	
33	...	Barsi Light	...	49	49	...	100·00	
1	(*b*) to (*h*)	Bengal-Nagpur	261	...	261	42	86·14	
34	(*a*)	Bengal Provincial	...	...	...	26	...	
2	(*m*) to (*r*)	Bombay, Baroda and Central India	...	3	3	97	3·00	
35	...	Bukhtiarpur-Bihar Light	...	22	22	...	100·00	
38	...	Champaner-Shivrajpur Light	...	...	...	4	...	
39	...	Cutch State	...	...	...	9	...	
40	...	Dehri-Rohtas Light	...	...	...	5	...	
41	...	Dholpur-Bari	...	9	9	...	100·00	
5	(*g*)	Dhond-Baramati	5	...	5	...	100·00	
3	(*b*)	Eastern Bengal	...	...	...	56	...	
5	(*h*)	Ellichpur-Yeotmal	16	...	16	...	100·00	
43	...	Godhra-Lunavada	...	...	...	6	...	
8	(*m*), (*o*) & (*p*).	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	46	46	38	54·76	
44	...	Jessore-Jhenidah	15	...	15	...	100·00	
8	(*n*)	Kalka-Simla	...	122	122	...	100·00	
45	...	Kolar District	...	...	...	8	...	
46	...	Madaya Light	§	...	...	...	...	
10	(*j*) & (*k*)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	...	35	...	§ Information not available.
22	...	Morvi	...	...	...	42	...	
47	...	Nadiad-Kapadvanj	...	...	...	7	...	
25	(*c*)	Powayan Light	...	...	...	18	...	
48	...	Shahdara (Delhi)-Saharanpur Light	...	42	42	...	100·00	
49	...	Tezpore-Balipara Light	...	...	...	14	...	
8	(*q*)	Trans Indus (Kalabagh-Bannu)	...	37	37	...	100·00	
		2′ 0″ gauge.						
50	...	Darjeeling-Himalayan	...	39	39	66	37·14	
51	...	Darjeeling-Himalayan Extensions	§	...	...	...	...	
52	...	Gwalior Light	...	...	...	83	...	
53	...	Howrah-Amta Light	...	10	10	109	8·40	
54	...	Howrah-Sheakhala Light	...	8	8	25	24·24	
55	...	Jagadhri Light	...	...	...	4	...	
56	...	Jorhat (Provincial)	...	...	...	24	...	
5	(*i*)	Matheran Light	...	...	...	35	...	
20	(*f*)	Pipar-Bilara Light	...	...	...	6	...	
58	...	Tarikere-Narasimharajapura	§	...	...	...	...	
		Total	13,287	6,282	19,569	3,758	83·89	

APPENDIX 20.

Trains provided with means of communication throughout between passengers and railway servants on the 31st March 1915.

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Particulars.	Mail.	Passenger.	Mixed.	Total.	Remarks.
Main head.	Sub-head.							
1	2	3	4	5	6	7	8	9
		5' 6" gauge.						
1	(a)	Bengal-Nagpur	Total number of trains run	4	72	36	112	
			Total number of trains fitted with communication.	4	72	...	76	
2	(a) to (e)	Bombay, Baroda and Central India.	Total number of trains run	4	170	28	202	
			Total number of trains fitted with communication.	4	170	28	202	
3	(a)	Eastern Bengal	Total number of trains run...	8	136	24	170	
			Total number of trains fitted with communication.	8	138	12	158	
4	(a) to (c)	East Indian ...	Total number of trains run	4	121	109	234	
			Total number of trains fitted with communication.	4	48	...	52	
5	(a) to (f)	Great Indian Peninsula.	Total number of trains run	18	120	92	230	
			Total number of trains fitted with communication.	18	120	...	138	
6	(a) & (b)	Madras and Southern Mahratta.	Total number of trains run	8	109	29	146	
			Total number of trains fitted with communication.	8	109	...	117	
7	(a) & (b)	Nizam's Guaranteed State.	Total number of trains run	2	2	2	6	
			Total number of trains fitted with communication.	2	2	2	6	
8	(a) to (l)	North Western	Total number of trains run	10	93	102	195	
			Total number of trains fitted with communication.	10	83	...	93	
9	(a) to (c)	Oudh and Rohilkhand.	Total number of trains run	2	8	92	102	
			Total number of trains fitted with communication.	2	8	57	67	
10	(a)	South Indian ...	Total number of trains run	4	24	38	66	
			Total number of trains fitted with communication.	4	24	38	66	
		3' 3⅜" gauge.						
11	...	Assam-Bengal	Total number of trains run	...	...	26	26	
			Total number of trains fitted with communication.	...	...	18	18	
12	...	Bengal and North-Western.	Total number of trains run...	...	10	196	206	
			Total number of trains fitted with communication.	...	10	...	10	
14	...	Bhavnagar State	Total number of trains run	2	10	18	30	
			Total number of trains fitted with communication.	2	4	...	6	
2	(f) to (l)	Bombay, Baroda and Central India.	Total number of trains run	7	53	101	161	
			Total number of trains fitted with communication.	7	53	81	141	
15	...	Burma ...	Total number of trains run	6	132	78	216	
			Total number of trains fitted with communication.	6	...	16	22	
3	(b) to (d)	Eastern Bengal	Total number of trains run	4	56	32	92	
			Total number of trains fitted with communication.	4	52	3	59	
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	Total number of trains run	...	4	2	6	
			Total number of trains fitted with communication.	...	4	...	4	
20	(a) to (e)	Jodhpur-Bikaner.	Total number of trains run	2	2	27	31	
			Total number of trains fitted with communication.	2	2	27	31	
6	(c) to (l)	Madras and Southern Mahratta.	Total number of trains run...	8	12	97	117	
			Total number of trains fitted with communication.	4	6	...	10	
25	(a) & (b)	Rohilkund and Kumaon.	Total number of trains run...	...	4	32	36	
			Total number of trains fitted with communication.	...	4	...	4	
10	(b) to (i)	South Indian ...	Total number of trains run	12	91	145	248	
			Total number of trains fitted with communication.	12	87	112	211	
		2' 6" gauge.						
1	(b) to (h)	Bengal-Nagpur	Total number of trains run	...	6	34	40	
			Total number of trains fitted with communication.	...	6	26	32	

APPENDIX 21.

Carriages provided with means of communication between passengers and railway servants on the 31st March 1915.

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication.	Total.	Remarks.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		5' 6" gauge.								
1	(a)	Bengal-Nagpur	Total number of carriages ...	69	27	49	594	205	944	
			Total number of carriages fitted with communication.	69	27	49	594	205	944	
2	(a) to (e)	Bombay, Baroda and Central India.	Total number of carriages ...	47	35	...	491	162	735	
			Total number of carriages fitted with communication.	47	35	...	483	161	726	
3	(a)	Eastern Bengal	Total number of carriages ...	39	13	43	332	227	654	
			Total number of carriages fitted with communication.	39	13	43	332	227	654	
4	(a) to (c)	East Indian ...	Total number of carriages ...	157	75	96	965	657	1,950	
			Total number of carriages fitted with communication.	151	72	96	449	610	1,378	
5	(a) to (f)	Great Indian Peninsula.	Total number of carriages ...	134	138	3	916	710	1,901	
			Total number of carriages fitted with communication.	134	138	3	872	710	1,857	
6	(a & b)	Madras and Southern Mahratta.	Total number of carriages ...	43	25	4	351	260	683	
			Total number of carriages fitted with communication.	43	25	4	351	260	683	
7	(a) & (b)	Nizam's Guaranteed State.	Total number of carriages ...	34	10	...	55	68	167	
			Total number of carriages fitted with communication.	34	10	...	55	68	167	
8	(a) to (l)	North Western	Total number of carriages ...	182	63	124	1,217	921	2,507	
			Total number of carriages fitted with communication.	182	63	124	1,217	921	2,507	
9	(a) to (c)	Oudh and Rohilkhand.	Total number of carriages ...	75	29	34	376	324	838	
			Total number of carriages fitted with communication.	75	29	34	374	250	762	
10	(a)	South Indian ...	Total number of carriages ...	13	26	...	183	116	338	
			Total number of carriages fitted with communication.	13	26	...	183	116	338	

APPENDIX 21—*concld.*

Carriages provided with means of communication between passengers and railway servants on the 31st March 1915.

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication.	Total.	Remarks.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		3′ 3¾″ Gauge.								
11	...	Assam-Bengal ...	Total number of carriages ...	37	...	...	128	114	279	
			Total number of carriages fitted with communication.	37	...	...	128	114	279	
12	...	Bengal and North-Western.	Total number of carriages ...	66	34	32	809	187	1,128	
			Total number of carriages fitted with communication.	64	29	32	586	138	849	
13	...	Bengal Docars ...	Total number of carriages ...	9	1	...	22	16	48	
			Total number of carriages fitted with communication.	1	...	...	...	5	6	
14	...	Bhavnagar State	Total number of carriages ...	9	3	...	64	33	109	
			Total number of carriages fitted with communication.	6	2	...	26	17	51	
2	(*f*) to (*l*)	Bombay, Baroda and Central India	Total number of carriages ...	95	32	28	945	308	1,408	
			Total number of carriages fitted with communication.	95	32	28	894	305	1,354	
15	...	Burma ...	Total number of carriages ...	61	28	...	514	246	849	
			Total number of carriages fitted with communication.	31	...	...	258	145	434	
3	(*b*) to (*d*)	Eastern Bengal	Total number of carriages ...	60	10	51	370	197	688	
			Total number of carriages fitted with communication.	60	10	51	370	197	688	
18	...	Gondal-Porbandar State.	Total number of carriages ...	9	4	...	43	27	83	
			Total number of carriages fitted with communication.	7	3	...	9	19	38	
7	(*c*) & (*d*)	Hingoli Branch and Hyderabad-Godavari Valley.	Total number of carriages ...	21	10	...	69	63	163	
			Total number of carriages fitted with communication.	21	10	...	69	63	163	
20	(*a*) to (*e*)	Jodhpur-Bikaner	Total number of carriages ...	25	9	17	124	137	312	
			Total number of carriages fitted with communication.	25	9	17	124	137	312	
21	...	Junagad State ...	Total number of carriages ...	9	1	...	22	14	46	
			Total number of carriages fitted with communication.	4	1	...	11	10	26	
6	(*c*) to (*l*)	Madras and Southern Mahratta.	Total number of carriages ...	76	30	...	626	496	1,228	
			Total number of carriages fitted with communication.	72	24	...	267	281	644	
23	...	Morvi ...	Total number of carriages ...	4	1	...	40	22	67	
			Total number of carriages fitted with communication.	4	1	...	27	14	46	
25	(*a*) & (*b*)	Rohilkund and Kumaon.	Total number of carriages ...	18	5	3	127	96	249	
			Total number of carriages fitted with communication.	18	5	...	59	58	140	
10	(*b*) to (*i*)	South Indian ...	Total number of carriages ...	71	39	...	886	351	1,347	
			Total number of carriages fitted with communication.	44	15	...	560	202	821	
		2′ 6″ Gauge.								
1	(*b*) to (*h*)	Bengal-Nagpur	Total number of carriages ...	12	3	3	174	102	294	
			Total number of carriages fitted with communication.	9	3	3	145	95	255	

APPENDIX 22.

Railways on which points and signals were interlocked on the 31st March 1915.

Classification number of railway (Detailed in "Index" to Appendix 1).		Railway system.	Stations at which points and signals were interlocked.						
Main head.	Sub-head.		Total number of stations on railway including flag tations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8	9	10
		5' 6" Gauge.						Rs.	Rs.
1	(a)	Bengal-Nagpur	297	3	Direct Interlocking	343	64	3,45,932	1,009
				189	Indirect Interlocking.	1,870	188	13,03,910	697
2	(a) to (e)	Bombay, Baroda and Central India.	204	73	Direct Interlocking	1,787	285	16,57,600	928
				66	Indirect Interlocking.	865	8	5,23,900	606
3	(a)	Eastern Bengal	165	52	Direct Interlocking	1,462	254	11,20,295	766
				23	Indirect Interlocking.	429	40	1,28,432	299
4	...	East Indian	516	149	Direct Interlocking	4,888	508	21,51,500	440
				250	Indirect Interlocking.	2,758	153	7,86,030	285
5	(a) to (f)	Great Indian Peninsula	518	266	Direct Interlocking	7,689	1,570	43,96,538	572
				13	Indirect Interlocking.	130	26	47,560	366
6	(a) & (b)	Madras and Southern Mahratta.	200	24	Direct Interlocking	409	67	3,22,690	789
				59	Indirect Interlocking.	422	5	2,31,487	549
7	(a) & (b)	Nizam's Guaranteed State	48	2	Direct Interlocking	69	2	46,849	679
				7	Indirect Interlocking.	69	...	38,457	641
8	(a) to (l)	North Western	780	151	Direct Interlocking	5,215	1,025	31,02,925	595
				328	Indirect Interlocking.	2,993	20	11,19,382	374
9	(a) to (c)	Oudh and Rohilkhand	292	35	Direct Interlocking	1,667	358	8,62,583	517
				199	Indirect Interlocking.	2,175	71	7,38,518	340
10	(a)	South Indian	85	1	Direct Interlocking	12	8	5,350	446
				35	Indirect Interlocking.	297	100	1,50,800	508
		3' 3⅜" Gauge.							
11	...	Assam-Bengal	156	4	Indirect Interlocking.	48	...	28,766	599
12	...	Bengal and North-Western.	334	11	Indirect Interlocking.	108	6	62,581	579
13	...	Bengal Docars	30	...	...	...	...	...	...
14	...	Bhavnagar State	37	...	...	...	...	...	...
2	(f) to (l)	Bombay, Baroda and Central India.	334	24	Direct Interlocking	936	7	3,52,789	377
				85	Indirect Interlocking.	359	3	2,39,780	279
15	...	Burma	312	18	Direct Interlocking	742	144	5,32,671	719
				119	Indirect Interlocking.	581	26	6,77,480	1,166
		Carried over	4,308	2,186	...	38,814	4,938	2,09,70,655	...

Notes.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.

"Indirect interlocking" covers all those systems in which the levers which work points are indirectly interlocked with the levers which work the signals.

APPENDIX 22—*concld.*

Railways on which points and signals were interlocked on the 31st March 1915.

Classification number of railway (detailed in "Index" to Appendix 1).		Railway system.	Stations at which points and signals were interlocked.						
Main head.	Sub-head.		Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8	9	10
		Brought forward	4,308	2,186	...	38,814	4,938	Rs. 2,09,70,655	Rs. ...
		3′ 3½″ Gauge—*concld.*							
17	...	Dibru-Sadiya	37	...	...	...	...	...	...
3	(b) to (d)	Eastern Bengal	191	5 36	Direct Interlocking Indirect Interlocking.	241 504	55 36	2,29,266 1,86,819	951 370
18	...	Gondal-Porbandar State.	37	...	...	...	...	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	74	1 57	Direct Interlocking Indirect Interlocking.	49 846	6 3	36, 46 2,53,120	746 746
19	...	Jamnagar	7	...	...	...	...	...	...
20	(a) to (e)	Jodhpur-Bikaner	160	...	...	...	...	...	...
21	...	Junagad State	15	...	...	...	...	...	...
6	(c) to (i)	Madras and Southern Mahratta.	312	3	Direct Interlocking	65	8	36,200	557
22	...	Morvi	13	...	...	...	...	...	...
25	(a) & (b)	Rohilkund and Kumaon	102	...	...	...	...	...	...
10	(b) to (i)	South Indian	303	2 155	Direct Interlocking Indirect Interlocking.	59 1,285	10 360	61,550 6,62,700	1,043 516
26	...	Udaipur-Chitorgarh	12	...	...	...	...	...	...
		2′ 6″ Gauge.							
29	...	Arrah-Sasaram Light	17	...	...	...	...	...	...
30	...	Bangalore-Chik Ballapur Light.	5	...	...	...	...	...	...
32	...	Baraset-Basirhat Light	27	1	Direct Interlocking	4	...	3,892	973
33	...	Barsi Light	23	...	...	...	...	...	...
1	(b) to (h)	Bengal-Nagpur	108	...	...	...	...	...	...
34	(a)	Bengal Provincial	17	...	...	...	...	...	...
2	(m) to (r)	Bombay, Baroda and Central India.	76	...	...	...	...	...	...
35	...	Bukhtiarpur-Bihar Light	13	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light.	11	...	...	...	...	...	...
39	...	Cutch State	6	...	...	...	...	...	...
40	...	Dehri-Rohtas Light	6	...	...	...	...	...	...
41	...	Dholpur-Bari	11	4	Indirect Interlocking.	5	...	5,167	1,033
5	(g) & (h)	Dhond-Baramati and Ellichpur-Yeotmal.	15	...	...	...	...	...	...
3	(b)	Eastern Bengal	12	...	...	...	...	...	...
43	...	Godhra-Lunavada	4	...	...	...	...	...	...
8	(m), (o) & (p).	Jacobabad-Kashmor Kohat-Thal and Nowshera-Durgai.	34	...	...	...	...	...	...
44	...	Jessore-Jhenidah	10	...	...	...	...	...	...
8	(n)	Kalka-Simla	21	...	...	...	...	...	...
45	...	Kolar District	3	...	...	...	...	...	...
46	...	Madaya Light	*	...	...	...	...	...	...
10	(j) & (k)	Morappur-Hosur and Tirupattur-Krishnagiri.	15	...	...	...	...	...	...
22	...	Morvi	5	...	...	...	...	...	...
47	...	Nadiad-Kapadvanj	7	...	...	...	...	...	...
25	(c)	Powayan Light	8	...	...	...	...	...	...
48	...	Shahdara (Delhi)-Saharanpur Light.	19	...	...	...	...	...	...
49	...	Tezpore-Balipara Light	7	...	...	...	...	...	...
8	(q)	Trans-Indus (Kalabagh-Bannu).	14	...	...	...	...	...	...
		2′ 0″ Gauge.							
50	...	Darjeeling-Himalayan	15	...	...	...	...	...	...
51	...	Darjeeling-Himalayan Extensions	19	...	...	...	...	...	...
52	...	Gwalior Light	31	...	...	...	...	...	...
53	...	Howrah-Amta Light	27	2	Direct Interlocking	11	...	2,320	211
54	...	Howrah-Sheakhala Light	14	...	...	...	...	...	...
55	...	Jagadhri Light	1	...	...	...	...	...	...
56	...	Jorhat (Provincial)	14	...	...	...	...	...	...
5	(i)	Matheran Light	2	...	...	...	...	...	...
20	(f)	Pipar-Bilara Light	4	...	...	...	...	...	...
58	...	Tarikere Narasimharajapura.	*	...	...	...	...	...	...
		Total	6,192	2,452	...	41,383	5,416	2,24,52,735	...

* Information not available.

NOTE.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals

"Indirect interlocking" covers all those systems in which the levers which work points are indirectly interlocked with the levers which work the signals.

APPENDIX 23.

Railways on which block instruments were used for train signalling on the 31st March 1915.

Classification number of railway (Detailed in "Index" to Appendix 1).		Railway system.	Block sections on which block instruments were used for train signalling.				Remarks.
Main head.	Sub-head.		Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6	7	8
		5' 6" Gauge.			Rs.	Rs.	
1	(a)	Bengal-Nagpur...	200	Neale's single line .	3,08,200	1,516	
			7	Theobald's Train Key, single line.	6,125	875	
			1	Webb and Thompson's, single line.	1,000	1,000	
2	(a) to (c)	Bombay, Baroda and Central India.	23	Sykes' (L. & B.) . .	49,450	2,150	
			101	Tyer's Tablet, single line.	1,57,055	1,555	
			43	Tyer's three position, double line.	39,990	930	
3	(a)	Eastern Bengal ...	98	Neale's, single line .	1,76,251	1,798	
			33	Pryce and Ferreira's (L. & B.)	80,717	2,446	
			27	Pryce and Ferreira's, double line.	38,635	1,431	
4	(a) to (c)	East Indian ...	120	East Indian railway's, double line.	1,00,320	836	
			19	East Indian railway's (L. & B.)	22,724	1,196	
			88	East Indian railway's, single line.	74,712	849	
			161	Neale's, single line .	1,53,925	1,175	
			61	Pryce and Ferreira's (L. & B.)	90,585	1,485	
			97	Train wire, single line. No token.	12,610	130	
			15	Tyer's Tablet, single line.	21,375	1,425	
5	(a) to (f)	Great Indian Peninsula.	26	Great Indian Peninsula railway, three wire, three position, double line.	13,000	500	
			202	Neale's, single line .	2,22,200	1,100	
			112	Preece's, double line .	61,600	550	
			61	Preece's, single line. No token.	33,550	550	
			71	Train wire, single line. No token.	21,300	300	
			56	Tyer's three position, duble line..	47,600	850	
6	(a) & (b)	Madras and Southern Mahratta.	150	Theobald's Train Key single line.	69,167	461	
			20	Winter's, double line .	7,200	360	
7	(a) & (b)	Nizam's Guaranteed State.	29	Webb and Thompson's, single line.	42,000	1,448	
8	(a) to (l)	North Western ...	30	Tyer's two position (L. & B.)	97,500	3,250	
9	(a) to (c)	Oudh and Rohilkhand.	14	Neale's, single line .	25,221	1,659	
10	(a)	South Indian ...	72	Theobald's Train Key, single line.	82,800	1,150	
		3' 3⅜" Gauge.					
11	...	Assam-Bengal ...	...	...	...	...	
12	...	Bengal and North-Western.	3	Neale's, single line .	4,480	1,493	
			10	Tyer's Tablet, single line	15,519	1,552	
13	...	Bengal Dooars ...	...	...	...	...	
14	...	Bhavnagar State	2	Theobald's Train Key, single line.	1,207	603	
2	(f) to (l)	Bombay, Baroda and Central India.	236	Tyer's Tablet, single line	3,71,228	1,573	
			1	East Indian railway's, single line.	865	865	
			89	Neale's, single line .	1,08,012	1,214	
			10	Sykes' (L. & B.) .	30,330	3,033	
15	...	Burma ...	6	Theobald's Train Key, single line.	6,100	1,017	
			154	Train wire, single line. No token.	31,100	202	
			1	Tyer's Tablet, single line	1,600	1,600	
		Carried over ...	2,419	...	26,20,253	...	

APPENDIX 23—*concld.*

Railways on which block instruments were used for train signalling on the 31st March 1915.

Classification number of railway (detailed in "Index" to Appendix 1).		Railway system.	Block sections on which block instruments were used for train signalling.				Remarks.
Main head.	Sub-head.		Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6	7	8
		Brought forward ... 3' 3½" Gauge—*concld.*	2,419	...	Rs. 26,20,253	Rs. ...	
17	...	Dibru-Sadiya . . .	...	...	...	...	
3	(b) to (d)	Eastern Bengal . .	82	Neale's, single line	1,73,031	2,110	
			2	Pryce and Ferreira's, double line.	2,900	1,450	
			18	Tyer's Tablet, single line	50,317	2,795	
18	...	Gondal-Porbandar State.	...	...	...	...	
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	30	Webb and Thompson's, single line.	43,500	1,450	
19	...	Jamnagar . . .	...	...	...	...	
20	(a) to (e)	Jodhpur-Bikaner . .	...	...	...	...	
21	...	Junagad State. . .	...	...	...	...	
6	(c) to (l)	Madras and Southern Mahratta.	121	Roberts', single line . .	66,308	548	
			2	Theobald's Train Key, single line.	922	461	
			151	Train wire, single line. No token.	40,191	266	
			20	Winter's, single line. No token.	9,200	460	
22	...	Morvi . . .	...	...	...	...	
25	(a) & (b)	Rohilkund and Kumaon	...	...	...	...	
10	(b) to (i)	South Indian . .	151	Theobald's Train Key, single line.	1,7 ,650	1,150	
			96	Train wire, single line. No token.	14,400	150	
26	...	Udaipur-Chitorgarh 2' 6" Gauge.	...	...	...	...	
29	...	Arrah-Sasaram Light .	...	...	...	...	
30	...	Bangalore-Chik Ballapur Light.	*	...	...	...	*Information not available.
32	...	Baraset-Basirhat Light .	...	...	...	...	
33	...	Barsi Light . . .	...	...	...	...	
1	(b) to (h)	Bengal-Nagpur . .	...	...	...	...	
34	(a)	Bengal Provincial . .	...	...	...	...	
2	(m) to (r)	Bombay, Baroda and Central India.	...	...	...	...	
35	...	Bukhtiarpur-Bihar Light	...	...	...	...	
38	...	Champaner-Shivrajpur Light.	...	...	...	...	
39	...	Cutch State . . .	...	...	...	...	
40	...	Dehri-Rohtas Light .	...	...	...	...	
41	...	Dholpur-Bari . .	5	Through wire, single line. No token.	500	100	
5	(g)	Dhond-Baramati . .	2	Train wire, single line. No token.	600	300	
2	(b)	Eastern Bengal . .	...	...	...	...	
5	(h)	Ellichpur-Yeotmal .	11	Train wire, single line. No token.	3,300	300	
43	...	Godhra-Lunavada . .	...	...	...	...	
8	(m) (o) & (p)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...	
44	...	Jessore-Jhenidah . .	*	...	...	...	
8	(n)	Kalka-Simla . . .	...	...	...	...	
45	...	Kolar District . .	...	...	...	...	
46	...	Madaya Light . .	*	...	...	...	
10	(j) & (k)	Morappur-Hosur and Tirupattur-Krishnagiri.	13	Train wire, single line. No token.	1,950	150	
22	...	Morvi . . .	...	...			
47	...	Nadiad-Kapadvanj.					
25	(c)	Powayan Light . .	...	...	...	...	
48	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	
49	...	Tezpore-Balipara Light .	...	...	...	...	
8	(q)	Trans-Indus (Kalabagh-Bannu) 2' 0" Gauge.	...	...	...	...	
50	...	Darjeeling-Himalayan .	...	...	...	...	
51	...	Darjeeling Himalayan Extensions.	*	...	...	...	
52	...	Gwalior Light . . .	...	...	...	...	
53	...	Howrah-Amta Light .	...	...	...	...	
54	...	Howrah-Sheakhala Light	...	...	...	...	
55	...	Jagadhri Light . .	...	...	...	...	
56	...	Jorhat (Provincial). .	...	...	...	...	
5	(i)	Matheran Light . .	...	...	...	...	
20	(f)	Pipar-Bilara Light .	...	...	...	...	
58	...	Tarikere-Narasimharajapura.	*	...	...	...	
		Total .	3,123	...	32,01,022	...	

Number of servants of all races employed on each railway system (open lines only) and the

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Number of servants employed.							
			Europeans.		Anglo-Indians.		Indians.		Total.	
Main head.	Sub-head.		1913-14.	1914-15.	1913-14.	1914-15.	1913-14.	1914-15.	1913-14.	1914-15.
1	2	3	4	5	6	7	8	9	10	11
1	...	Bengal-Nagpur	634	633	815	844	38,526	38,290	39,975	39,767
2	...	Bombay, Baroda and Central India	816	737	866	808	*57,827	59,364	59,509	60,609
3	...	Eastern Bengal	463	468	619	625	*43,597	39,148	44,679	40,241
4	...	East Indian	1,712	1,632	1,248	1,298	98,843	97,044	101,803	99,974
5	...	Great Indian Peninsula	1,500	1,424	1,096	1,027	98,120	72,078	100,776	74,529
6	...	Madras and Southern Mahratta	303	301	1,747	1,756	41,639	41,576	43,739	43,633
7	...	Nizam's Guaranteed State	123	118	370	349	12,040	11,588	12,533	12,055
8	...	North Western	1,342	1,267	815	783	92,972	94,555	95,129	96,605
9	...	Oudh and Rohilkhand	296	281	326	326	26,674	24,418	27,296	25,025
10	...	South Indian	236	238	1,308	1,294	25,337	25,699	26,881	27,231
11	...	Assam-Bengal	85	82	241	246	8,804	8,632	9,130	8,960
12	...	Bengal and North-Western	155	155	244	236	23,924	23,890	24,323	24,281
13	...	Bengal Dooars	7	5	4	8	1,418	1,511	1,429	1,519
14	...	Bhavnagar State	4	3	12	17	*2,162	2,220	2,178	2,240
15	...	Burma	168	162	607	594	15,392	17,600	19,167	18,356
17	...	Dibru-Sadiya	13	13	...	...	1,500	1,959	1,513	1,972
18	...	Gondal-Porbandar State	3	3	17	17	1,377	1,517	1,397	1,537
19	...	Jamnagar	1	1	...	...	283	319	284	320
20	...	Jodhpur-Bikaner	16	17	13	11	7,998	7,281	8,027	7,309
21	...	Junagad State	1	1	6	6	663	728	670	735
22	...	Morvi	...	...	...	...	502	505	502	505
25	...	Rohilkund and Kumaon	57	55	16	19	4,935	4,966	5,008	5,040
26	...	Udaipur-Chitorgarh	2	2	...	...	366	366	368	368
29	...	Arrah-Sasaram Light	3	2	...	1	340	311	343	314
30	...	Bangalore-Chik Ballapur Light	...	‡	...	‡	...	‡	...	‡
32	...	Baraset-Basirhat Light	...	...	3	3	430	403	433	406
33	...	Barsi Light	7	9	38	46	922	957	967	1,012
34	...	Bengal Provincial	...	...	1	1	266	278	267	279
35	...	Bukhtiarpore-Bihar Light	...	...	2	1	200	191	202	192
38	...	Champaner-Shivrajpur Light	1	1	...	...	146	122	147	123
39	...	Cutch State	1	1	...	...	194	199	195	200
40	...	Dehri-Rohtas Light	1	1	...	...	195	202	196	203
41	...	Dholpur-Bari	2	1	...	...	157	193	159	194
43	...	Godhra-Lunavada	*	...	...	...	58	188	58	188
44	...	Jessore-Jhenidah	...	...	...	...	145	‡	145	‡
45	...	Kolar District	1	2	1	1	*106	73	108	76
46	...	Madaya Light	‡	‡	‡	‡	‡	‡	‡	‡
47	...	Nadiad-Kapadvanj	*	...	...	...	184	201	184	201
48	...	Shahdara (Delhi)-Saharanpur Light	4	4	1	1	628	638	633	643
49	...	Tezpore-Balipara Light	3	3	1	1	296	294	300	298
50	...	Darjeeling-Himalayan	19	18	16	19	1,083	1,039	1,118	1,067
51	...	Darjeeling-Himalayan Extensions	...	‡	...	‡	...	‡	...	‡
52	...	Gwalior Light	2	3	1	1	275	522	278	526
53	...	Howrah-Amta Light	4	6	3	11	761	766	768	783
54	...	Howrah-Sheakhala Light	...	...	...	...	175	189	175	189
55	...	Jagadhri Light	...	...	...	...	50	44	50	44
56	...	Jorhat (Provincial)	1	1	...	...	262	226	263	227
58	...	Tariker-s-Narasimharajapura	...	‡	...	‡	...	‡	...	‡
		Total	*7,986	7,640	10,437	10,345	*614,882	582,131	633,305	600,116

DIX 24.

amounts deposited by them in the Provident Fund at the close of the financial year 1914-15.

AMOUNT DEPOSITED IN PROVIDENT FUND.						REMARKS.
Number of depositors.		Amount at credit on the 31st March 1915.				
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
12	13	14	15	16	17	18
		Rs.	Rs.	Rs.	Rs.	
880	6,939	4,14,889	31,85,991	29,80,221	65,81,091	*Revised.
702	9,759	1,32,268	75,09,056	57,13,489	1,34,04,913	
169	8,447	71,391	32,57,351	27,80,201	61,08,943	
7,509	17,929	†	†	†	2,19,20,694	† Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
1	12,382	†	†	†	1,90,29,572	
...	14,713	...	54,34,725	36,17,575	90,52,300	
...	2,340	...	13,15,749	12,34,679	25,50,428	
463	14,473	1,73,958	75,13,296	69,37,138	1,46,24,392	
178	4,026	41,329	21,25,207	18,99,499	40,66,035	
115	6,722	35,661	30,56,795	27,26,706	58,71,162	
59	1,683	9,290	9,44,547	6,09,211	15,63,748	
10	2,921	1,08,559	16,07,585	15,29,283	32,40,427	
1	199	10	1,06,434	64,817	1,73,261	
114	323	22,019	1,49,692	1,29,524	3,01,235	
...	3,690	...	23,04,986	20,00,903	43,05,889	
...	...	...	...	...	...	
25	310	6,843	68,813	59,097	1,34,753	
32	64	4,647	17,181	15,234	37,062	
130	944	40,963	2,65,349	2,44,923	5,51,253	
39	168	4,379	30,823	26,577	61,779	
...	166	...	31,150	3,482	34,632	
2	812	2,807	3,54,955	3,53,017	7,10,779	
...	50	...	20,054	17,841	37,895	
...	52	...	5,335	3,842	9,177	
...	...	...	...	...	...	‡ Information not available.
...	82	...	5,471	14,523	19,994	
2	271	137	35,389	35,271	70,797	
...	87	...	11,930	5,467	17,397	
...	34	...	3,867	6,207	10,074	
1	...	‡	...	‡	§26,881	
...	...	...	...	...	...	§ Includes the Godhra-Lunavada and Nadiad-Kapadvanj railways.
...	...	...	...	...	...	
...	...	...	...	...	...	
...	...	...	...	...	...	‖ Included with the Champaner-Shivrajpur Light railway.
...	...	...	...	...	...	
...	...	...	...	...	...	
...	‡	‡	‡	‡	‡	
‖	...	...	...	...	‖	
...	125	...	34,796	33,361	68,157	
...	...	...	...	...	...	
...	243	...	1,76,368	2,15,674	3,92,042	
...	‡	...	‡	...	‡	
...	60	...	2,363	943	3,306	
...	245	...	34,052	37,028	71,080	
...	28	...	1,018	8,764	9,782	
...	...	...	...	...	...	
7	40	1,304	17,999	11,307	30,610	
...	...	...	...	...	...	
10,439	110,277	11,65,473	3,96,30,917	3,33,18,503	11,50,92,049	

APPENDIX 25.

Number of men enrolled in Railway Volunteer Corps on the 31st March 1915.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Corps.	Enrolled strength.					Total number of European and Anglo-Indian employés on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of all denominations in corps, including those on construction work.			
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
1	2	3	4	5	6	7	8	9	10	11
1	...	Bengal-Nagpur—								
		First and Second Battalions, Bengal-Nagpur Railway Volunteer Rifles	44	159	1,185	12	1,400	1,477	10	
2	...	Bombay, Baroda and Central India—								
		First and Second Battalions, Bombay, Baroda and Central India Railway Volunteer Rifles...	64	178	1,027	14	1,383	1,545	14	
3	...	Eastern Bengal—								
		Eastern Bengal Railway Volunteer Rifles	29	84	894	20	1,027	1,093	5	
4	...	East Indian—								
		East Indian Railway Volunteer Rifles	59	217	2,309	29	2,614	2,920	17	
5	...	Great Indian Peninsula—								
		First and Second Battalions, Great Indian Peninsula Railway Volunteer Rifles	54	237	1,744	30	2,065	2,451	12	
6	...	Madras and Southern Mahratta—								
		First and Second Battalions, Madras and Southern Mahratta Railway Volunteer Rifles ...	53	159	1,691	7	1,910	2,057	17	
7	...	Nizam's Guaranteed State—								
		Hyderabad Volunteer Rifles ...	13	40	292	...	345	467	2	
8	...	North Western—								
		First and Second Battalions, North Western Railway Volunteer Rifles	45	128	1,459	17	1,649	2,050	10	
9	...	Oudh and Rohilkhand—								
		Oudh and Rohilkhand Railway Volunteer Rifles	28	79	454	12	573	607	5	
		United Provinces Horse, Oudh Squadron	2	...	...	...	2		...	
10	...	South Indian—								
		South Indian Railway Volunteer Rifles	33	92	1,234	7	1,366	1,532	9	
11	...	Assam-Bengal—								
		Assam-Bengal Railway Volunteer Rifles	21	43	235	9	308	328	4	
12	...	Bengal and North-Western—								
		Bengal and North-Western Railway Volunteer Rifles ...	21	38	297	3	359	391	4	
		United Provinces Horse, Gorakhpur Squadron	4	5	22	...	31		1	
		Carried over ...	470	1,459	12,843	160	14,932	16,918	116	

APPENDIX 25—*concld.*

Number of men enrolled in Railway Volunteer Corps on the 31st March 1915.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Corps.	Enrolled strength.					Total number of European and Anglo-Indian employés on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including those on construction work.			
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
1	2	3	4	5	6	7	8	9	10	11
		Brought forward ...	470	1,459	12,843	160	14,932	16,918	110	
13	...	Bengal: Doogars—								
		Northern Bengal Mounted Rifles, C. and G. Squadron ...	...	...	5	...	5	8	...	
15	...	Burma—								
		Burma Railways Volunteer Corps	47	84	722	3	856	756	10	
17	...	Dibru Sadyia—								
		Assam Valley Light Horse ...	...	...	8	...	8	13	...	
20	...	Jodhpur-Bikaner—								
		Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	2	9	25	...	36	28	...	
25	...	Rohilkund and Kumaon—								
		Bengal and North-Western Railway Volunteer Rifles	2	8	58	2	70	74	1	
26	...	Udaipur-Chitorgarh—								
		Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles ...	...	1	...	...	1	2	...	
33	...	Barsi-Light—								
		Poona Volunteer Corps ...	1	1	37	...	39	55	...	
34	...	Bengal Provincial—								
		East Indian Railway Volunteer Rifles	...	...	1	...	1	1	...	
38	...	Champaner-Shivrajpur Light—								
		Great Indian Peninsula Railway Volunteer Rifles	1	...	...	...	1	1	...	
48	...	Shahdara (Delhi)-Saharanpur Light—								
		North Western Railway Volunteer Rifles	...	...	2	...	2	5	...	
50	...	Darjeeling-Himalayan—								
		Northern Bengal Mounted Rifles, "A" and "B" Troops ...	1	5	23	...	29	37	...	
56	...	Jorhat (Provincial)—								
		Northern Bengal Mounted Rifles ...	1	...	...	...	1	1	...	
		Total ...	525	1,567	13,724	165	15,981	17,899	121	

APPENDIX 26.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the financial year 1914-15.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Number of Subordinate officers of (i) Government and (ii) Railway Police.	Number of (i) Government Constables and (ii) Railway Watchmen.	Portion of the total annual cost borne by the Railway Administration.				Cost of total force to the Railway Administration.		Remarks.
Main head.	Sub-head.				Supervision.	(i) Government Constables and (ii) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open.	Per train mile.	
1	2	3	4	5	6	7	8	9	10	11	12
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	Bengal-Nagpur . .	35	1,150	62,108	93,432	10,633	1,65,273	60·58	0·02	
2	...	Bombay, Baroda and Central India.	196	3,894	1,19,269	2,40,380	30,277	3,89,926	105·90	0·02	
3	...	Eastern Bengal .	157	1,308	1,115	93,967	1,099	96,181	57·16	0·01	
4	...	East Indian . .	196	2,858	1,08,843	2,36,349	76,548	4,21,739	155·25	0·02	
5	(a) to (f).	Great Indian Peninsula	52	1,608	94,981	1,71,712	33,365	3,00,058	100·65	0·01	
6	...	Madras and Southern Mahratta.	62	2,061	56,172	2,35,413	28,885	3,20,470	102·33	0·03	
7	...	Nizam's Guaranteed State.	11	502	26,890	71,217	4,735	1,02,842	142·58	0·04	
8	...	North Western .	...	2,270	...	2,81,282	3,119	2,84,401	53·00	0·01	
9	...	Oudh and Rohilkhand	...	554	...	55,160	1,981	57,141	33·67	0·01	
10	...	South Indian . .	...	455	...	2,08,451	...	2,08,451	118·25	0·02	
11	...	Assam-Bengal . .	13	414	23,009	30,140	8,115	61,264	72·25	0·03	
12	...	Bengal and North-Western.	51	698	9,239	71,029	2,592	82,860	40·88	0·01	
13	...	Bengal Docars . .	...	22	...	2,144	...	2,144	14·02	0·01	
14	...	Bhavnagar State . .	17	72	...	...	...	16,742	74·23	0·03	
15	...	Burma . . .	60	593	67,184	73,547	60,681	2,01,412	125·96	0·03	
17	...	Dibru-Sadiya . .	1	11	886	1,484	18	2,388	27·76	0·01	
18	...	Gondal-Porbandar State	14	57	...	14,025	...	14,025	63·82	0·03	
19	...	Jamnagar . . .	1	8	...	...	...	3,564	70·87	0·05	
20	...	Jodhpur-Bikaner .	7	149	3,702	14,596	1,369	19,667	15·15	0·01	
21	...	Junagad State . .	6	19	3,378	3,533	1,266	8,177	71·79	0·05	
22	...	Morvi	6	29	2,673	2,953	1,171	6,797	73·09	0·03	
25	...	Rohilkund and Kumaon	10	261	388	18,992	1,277	20,657	36·31	0·02	
33	...	Barsi Light . . .	...	36	1,407	3,806	148	5,361	46·00	0·02	
38	...	Champaner-Shivrajpur Light.	...	1	...	122	...	122	6·02	...	
40	...	Dehri-Rohtas Light .	...	8	535	...	...	535	22·41	...	
41	...	Dholpur-Bari . . .	...	7	...	344		345	9·50	0·01	
43	...	Godhra-Lunavada .	...	3	...	344	21	365	14·34	0·01	
45	...	Kolar District . .	2	10	...	...	...	1,656	107 68	0·09	
47	...	Nadiad-Kapadvanj .	...	11	...	1,201	77	1,278	45·87	0·03	
52	...	Gwalior Light . .	1	47	4,560	...	292	4,852	1,941	0·01	
55	...	Jagadhri Light . .	...	3	...	288	...	288	87·01	0·02	

APPENDIX 27.

Transactions of the Fine Funds for the financial year 1914-15.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway system.	Assets.				Disbursements.						Balance on 31st March 1915.
Main head.	Sub-head.		Balance on 31st March 1914.	Fines and bonus forfeited during 1914-15.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs.	Rs.	Rs.	Rs	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur	42,203	28,799	2,062	73,064	...	15	2,227	13,872	13,465	29,579	43,485
2	...	Bombay, Baroda and Central India	*8,379	15,031	40	23,450	200	2,820	4,319	250	7,119	14,708	8,742
3	...	Eastern Bengal	6,312	16,315	175	22,702	...	...	19	13,467	5,108	18,594	4,108
4	...	East Indian	62,109	34,680	2,838	99,627	1,100	1,902	4,927	4,592	4,199	16,720	82,907
5	...	Great Indian Peninsula	6,074	30,040	140	36,254	...	572	4,073	7,478	11,605	23,728	12,526
6	...	Madras and Southern Mahratta	*33,879	12,199	876	46,954	100	68	4,001	889	17,258	22,316	24,638
7	...	Nizam's Guaranteed State	27,934	8,134	1,338	37,406	...	...	...	1,020	6,153	7,173	30,233
8	...	North Western	41,805	14,672	931	57,408	...	1,880	655	21,028	5,842	29,405	28,003
9	...	Oudh and Rohilkhand	14,131	15,866	509	30,506	...	...	2,454	4,652	3,115	10,221	20,285
10	...	South Indian	60,810	2,500	2,748	66,058	...	1,620	3,460	1,487	3,534	10,101	55,957
11	...	Assam-Bengal	6,964	9,347	99	16,410	...	126	2,070	2,806	2,552	7,554	8,856
12	...	Bengal and North-Western	2,12,915	19,001	6,284	2,38,200	...	...	1,200	7,075	2,676	10,951	2,27,249
13	...	Bengal Docars	5,333	2,311	171	7,815	...	130	330	702	289	1,451	6,364
14	...	Bhavnagar State	2,552	326	76	2,954	...	...	...	...	363	363	2,591
15	...	Burma	3,006	11,689	...	14,695	...	...	950	5,106	5,401	11,457	3,238
18	...	Gondal-Porbandar State	2,155	538	65	2,748	...	...	...	213	500	713	2,035
19	...	Jamnagar	568	83	19	690	...	...	...	...	...	...	690
20	...	Jodhpur-Bikaner	23,313	6,403	719	30,435	277	800	1,000	3,277	...	5,354	25,081
21	...	Junagad State	886	163	29	1,078	...	...	...	...	...	...	1,078
22	...	Morvi	1,219	317	...	1,536	...	...	137	...	103	240	1,296
25	...	Rohilkund and Kumaon	57,043	3,224	1,887	62,154	...	...	...	903	3,101	4,004	58,150
26	...	Udaipur-Chitorgarh	776	44	...	820	...	...	...	...	...	...	820
33	...	Barsi Light	567	287	...	854	...	...	...	...	100	100	754
34	...	Bengal Provincial	28	26	...	54	41	...	...	...	...	41	13
38	...	Champaner-Shivrajpur Light	57	21	...	78	...	...	...	...	...	...	78
40	...	Dehri-Rohtas Light	39	27	...	66	...	...	...	...	...	...	66
41	...	Dholpur-Bari	38	44	...	132	...	...	...	...	38	38	94
43	...	Godhra-Lunavada	2	27	...	29	...	...	...	...	...	...	29
44	...	Jessore-Jhenidah	45	†	†	45	...	...	...	...	...	†	45
45	...	Kolar District	*4	21	...	25	...	...	...	...	...	...	25
47	...	Nadiad-Kapadvanj	14	34	...	48	...	...	...	...	...	...	48
49	...	Tezpore-Balipara Light	18	61	...	79	...	...	...	...	71	71	8
50	...	Darjeeling-Himalayan	551	143	...	694	...	...	...	...	2	2	692
55	...	Jagadhri Light	111	10	...	121	...	...	...	...	...	...	121
56	...	Jorhat (Provincial)	724	145	20	889	...	...	...	...	319	319	570

*Revised figures.
†Information not available.

APPEN

Railway and Railway-aided schools on

Classification No. of Railway (Detailed in "Index" to Appendix I.)		Railway system.	Railway						
			Number of schools.	Attendance.				In	
				Children.		Apprentices and workmen.		Balance of funds in hand on the 31st March 1914.	Government grant.
Main head.	Sub-head.			Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.		
1	2	3	4	5	6	7	8	9	10
								Rs.	Rs.
1	...	Bengal-Nagpur	European ...	10	500	413	...	...	17,464	18,126
			Indian ...	17	1,173	930	326	263	6,872	5,727
2	(a) to (e) & (m) to (r)	Bombay, Baroda and Central India	European ...	4	124	80	4	3	4,535	2,615
			Indian ...	8	134	94	20	18	339	222
3	...	Eastern Bengal	European ...	...	...	...	..	...	...	...
			Indian ...	11	330	218	691	306	...	...
4	...	East Indian	European ...	26	1,071	957	119	104	14,508	43,086
			Indian ...	74	3,320	2,526	5,356	1,800	20,524	6,670
5	...	Great Indian Peninsula ...	European ...	8	407	314	...	...	...	10,553
			Indian ...	...	...	...	...	...	...	...
6	...	Madras and Southern Mahratta...	European ...	19	816	585	...	...	...	11,355
			Indian ...	4	372	288	...	...	...	1,315
7	(a) & (b)	Nizam's Guaranteed State ...	European ...	2	56	44	...	...	404	...
			Indian ...	2	100	59	5	3	68	...
8	...	North Western	European ...	2	70	60	52	21	*5,059	4,594
			Indian ...	27	57	48	2,717	686	4,206	...
9	...	Oudh and Rohilkhand ...	European ...	5	85	70	38	32	*2,037	802
			Indian ...	3	21	16	146	35	...	...
10	(a)	South Indian	European ...	3	167	114	...	...	15	1,766
11	...	Assam-Bengal	Indian ...	...	...	...	...	...	...	...
12	...	Bengal and North-Western ...	European ...	2	46	35	...	...	3,806	2,364
			Indian ...	...	...	...	...	...	...	...
13	...	Bengal Dooars	Indian ...	...	...	...	...	...	...	...
14	...	Bhavnagar State	Indian ...	2	39	28	...	...	144	...
2	(f) to (l)	Bombay, Baroda and Central India	European ...	9	227	191	86	77	3,551	6,503
			Indian ...	8	427	322	60	54	514	2,290
15	...	Burma	European ...	3	116	100	15	13	815	2,952
			Indian ...	2	185	174	27	23	3,102	4,394
17	...	Dibru-Sadiya	Indian ...	1	154	116	...	...	...	...
18	...	Gondal-Porbandar State ...	Indian ...	1	80	61	...	...	...	...
20	(a) to (e)	Jodhpur-Bikaner	Indian ...	2	73	44	...	...	...	...
7	(c) & (d)	Hingoli Branch and Hyderabad-Godavari Valley.	European ...	3	116	87	...	...	1,146	...
			Indian ...	2	64	47	1	1	264	...
22	...	Morvi State	Indian ...	1	37	31	...	...	...	...
10	(b) to (i)	South Indian	European ...	4	297	233	...	...	18	3,600
		Total		260	10,664	8,285	10,163	3,439	89,391	1,29,434

DIX 28.

the 31st March 1915.

SCHOOLS.							RAILWAY-AIDED SCHOOLS.						
COME.								AVERAGE DAILY ATTENDANCE.		RAILWAY GRANT.			REMARKS.
Railway grant.		School fees.	Miscellaneous receipts.	Total income.	Total expenditure.	Balance in hand on the 31st March 1915.	Number of schools.	Children.	Apprentices and workmen.	From Revenue.	From the Fine Fund.	Total.	
From Revenue.	From the Fine Fund.												
11	12	13	14	15	16	17	18	19	20	21	22	23	24
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.	
13,164	885	14,455	5,958	70,052	49,109	20,943	5	318	28	1,244	169	1,413	
11,052	1,173	7,901	1,403	34,128	23,629	10,499	...	...	...	...	...	...	
5,929	1,200	2,430	1,341	18,050	13,907	4,143	29	73	...	3,045	...	3,045	
755	...	98	10	1,424	849	575	...	...	...	...	...	...	
...	...	...	...	...	...	...	10	146	...	9,461	...	9,461	
3,225	...	...	...	3,225	3,225	...	19	889	...	2,863	19	2,882	
26,616	...	1,20,650	28,465	2,33,325	2,06,227	27,098	7	492	...	2,699	...	2,699	
4,525	4,078	21,943	7,936	65,676	43,399	22,277	4	744	...	...	849	849	
52,010	4,073	7,896	1,516	76,048	76,048	...	20	437	...	5,392	...	5,399	
...	...	...	...	...	...	...	8	450	...	2,212	...	2,212	
30,576	...	7,484	2,664	52,079	52,079	...	13	362	...	...	3,696	3,696	
3,053	...	1,008	...	5,376	5,376	...	3	246	...	...	305	305	
1,992	...	370	...	2,766	1,991	775	...	...	...	...	...	...	
949	...	211	...	1,228	912	316	...	...	...	...	...	...	
5,040	...	1,191	177	16,061	11,927	4,134	28	651	...	40,197	655	40,852	
8,532	...	...	...	12,738	7,450	5,288	7	298	12	5,576	...	5,576	
4,096	705	2,044	45	9,730	7,824	1,906	21	241	...	13,676	1,297	14,973	* Revised figures.
619	...	...	...	619	619	...	5	181	20	1,782	452	2,234	
4,641	105	706	105	7,338	7,338	...	3	242	...	385	2,125	2,510	
...	...	...	...	...	...	...	5	184	...	...	2,070	2,070	
1,200	1,200	867	205	9,642	6,037	3,605	...	...	...	...	...	...	
...	...	...	...	...	...	...	2	105	...	324	...	324	
...	...	...	...	...	...	...	2	64	...	345	330	675	
396	...	80	...	620	432	188	...	...	...	...	...	...	
7,810	2,109	6,799	548	27,320	24,716	2,604	29	141	...	7,519	180	7,699	
4,140	230	2,128	312	9,914	7,791	2,123	3	414	...	900	600	1,500	
630	...	3,659	6	8,092	7,788	304	20	45	...	908	...	908	
1,719	950	3,554	74	14,293	12,181	2,112	31	108	...	2,536	...	2,536	
360	...	1,362	191	1,913	1,913	...	...	...	...	...	...	...	
411	...	291	...	702	702	...	...	...	...	...	...	...	
...	1,000	...	...	1,000	1,000	...	...	...	...	...	...	...	
3,866	...	763	...	5,775	3,859	1,916	3	286	...	789	...	789	
1,402	...	232	...	1,898	1,392	506	9	711	...	1,517	...	1,517	
...	137	...	...	137	137	...	...	...	...	...	...	...	
6,077	214	1,430	85	11,424	11,424	...	3	255	16	1,416	1,016	2,432	
2,04,785	18,059	2,09,882	51,042	7,02,593	5,91,281	1,11,312	289	8,143	76	1,04,793	13,763	1,18,556	

APPEN

Number of persons reported, during the twelve months ended the 31st March 1915 as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	5′ 6″ Gauge.			
			1 (*a*) to (*h*).	2 (*a*) to (*e*).	3 (*a*).	4 (*a*) to (*c*).
		Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
	PASSENGERS.					
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	...	...	...	...
		Injured	1	...	...	41
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.					
1	From falling between trains and platforms ...	Killed	2	3	...	7
		Injured	6	2	2	13
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed	1	...	...	1
		Injured	9	10	...	9
3	Whilst crossing the line at stations ...	Killed	...	5	1	4
		Injured	...	2	1	...
4	By closing of carriage doors	Killed	1	...	...	...
		Injured	1	1	...	...
5	Falling out of carriages during the travelling of trains.	Killed	3	2	7	24
		Injured	16	31	10	64
6	Other accidents	Killed	...	1	...	6
		Injured	...	10	...	13
	TOTAL ...	Killed	7	11	8	42
		Injured	32	56	13	99
	TOTAL PASSENGERS ...	Killed	7	11	8	42
		Injured	33	56	13	140
	SERVANTS.					
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	4	1	1	10
		Injured	7	6	...	39
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.					
1	Whilst coupling or uncoupling vehicles ...	Killed	4	1	1	3
		Injured	3	2	1	24
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	...	...	...	...
		Injured	...	1	...	...
3	Whilst passing over or standing upon buffers during shunting.	Killed	...	1	...	...
		Injured	...	1	...	...
4	When getting on or off, or falling off, engines, wagons, etc, during shunting.	Killed	...	...	1	2
		Injured	4	3	...	18
5	Whilst braking, spragging, or chocking wheels	Killed	...	...	...	...
		Injured	2	...	...	7
6	Whilst attending to ground points, marshalling trains, etc.	Killed	...	...	...	...
		Injured	...	...	2	5
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	...	...	...	...
		Injured	1	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed	1	...	...	5
		Injured	6	...	3	5
	Carried over ...	Killed	5	2	2	10
		Injured	16	7	6	59

DIX 29.

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

5′ 6″ Gauge.									
5 (a) to (f).	6 (a) and (b).	7 (a) and (b).	8 (a) to (m) and (o) to (q).	9 (a) to (c).	10 (a), (c), (f), (j) and (k).	Total.	Total previous year.	Number. Killed and injured.	Serial number.
Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.				
3	...	...	8	2	...	13	56	Killed ...	...
6	...	..	41	14	...	103	81	Injured ...	
1	1	...	2	6	...	22	23	Killed ...	1.
...	1	...	1	4	...	29	46	Injured ...	
3	1	...	16	2	...	24	23	Killed ...	2.
...	3	1	18	3	...	58	72	Injured ...	
1	...	...	9	...	...	10	12	Killed ...	3.
...	1	...	2	...	...	6	10	Injured ...	
...	...	...	...	...	...	1	...	Killed ...	4.
...	...	...	...	1	...	3	4	Injured ...	
17	...	...	43	4	2	103	98	Killed ...	5.
10	16	4	107	29	4	291	309	Injured ...	
2	...	...	3	...	...	12	11	Killed ...	6.
8	9	...	5	...	...	45	21	Injured ...	
24	2	...	73	12	2	181	167	Killed ...	...
18	30	5	133	37	4	427	462	Injured ...	
27	2	...	81	14	2	194	223	Killed ...	...
24	30	5	174	51	4	530	548	Injured ...	
8	1	2	5	1	...	33	26	Killed ...	+
47	1	5	24	3	...	132	105	Injured ...	
1	...	...	10	3	...	23	25	Killed ...	1.
5	4	1	16	3	1	60	60	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	2.
2	...	...	...	...	...	3	3	Injured ...	
1	...	...	4	...	...	6	4	Killed ...	3.
1	...	...	5	...	...	7	4	Injured ...	
...	...	...	3	...	...	6	10	Killed ...	4.
...	...	1	6	...	...	32	26	Injured ...	
...	...	...	1	...	...	1	1	Killed ...	5.
...	1	...	1	...	...	11	18	Injured ...	
6	...	...	2	1	...	9	2	Killed ...	6.
11	...	...	1	2	...	21	8	Injured ...	
...	...	...	...	...	...	...	1	Killed ...	7.
1	...	...	...	1	...	3	3	Injured ...	
6	2	...	9	2	...	25	19	Killed ...	8.
8	5	...	10	1	...	38	55	Injured ...	
14	2	...	29	6	...	70	62	Killed ...	
28	10	2	39	7	1	175	107	Injured ...	

APPEN

Number of persons reported, during the twelve months ended the 31st March 1915, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	5' 6" Gauge.			
			1 (*a*) to (*h*).	2 (*a*) to (*e*).	3 (*a*).	4 (*a*) to (*c*).
		Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
	SERVANTS - *concld.*					
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.,—*concld.*					
	Brought forward ...	Killed ...	5	2	2	10
		Injured ...	16	7	6	59
9	From falling off engines, etc., during the travelling of trains.	Killed	...	...	1	3
		Injured	3	1	...	15
10	By coming in contact with over bridges, or erections on the sides of the line during the travelling of trains.	Killed	1	...	...	...
		Injured	...	...	...	...
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed	...	...	...	4
		Injured	2	...	4	8
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	1	...	...	...
		Injured	3	...	1	1
13	Whilst working on the permanent-way, sidings, etc.	Killed	...	...	1	8
		Injured	2	...	1	10
14	Whilst attending to gates at level-crossings ...	Killed	...	...	2	...
		Injured	...	...	1	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed	9	12	9	23
		Injured	10	4	14	25
16	From being caught between vehicles ...	Killed	1	...	...	1
		Injured	1	...	3	2
17	From falling or being caught between trains and platforms, walls, etc.	Killed	...	1	2	1
		Injured	2	...	...	3
18	Whilst walking, etc., on the line on the way home or to work.	Killed	1	5	...	5
		Injured	1	1	...	2
19	Miscellaneous	Killed	...	2	6	9
		Injured	3	6	8	42
	TOTAL ...	Killed	18	22	23	64
		Injured	43	19	38	167
	TOTAL SERVANTS ...	Killed	22	23	24	74
		Injured	50	25	38	206
	OTHERS.					
1	Whilst passing over the railway at level crossings.	Killed	6	2	6	13
		Injured	1	2	...	6
2	Trespassers	Killed	108	38	88	224
		Injured	35	19	25	46
3	Suicides	Killed	25	7	2	51
		Injured	2	...	...	4
4	Miscellaneous	Killed	33	3	...	4
		Injured	6	6	1	2
	TOTAL OTHERS ...	Killed	172	50	96	292
		Injured	44	27	26	58
	TOTAL ALL CLASSES ...	Killed	201	84	128	408
		Injured	127	108	77	404

29—*cont'd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

5' 6" Gauge.									
5 (*a*) to (*f*).	6(*a*) and (*b*).	7 (*a*) and (*b*)	8 (*a*) to (*m*) and (*o*) to (*q*).	9 (*a*) to (*c*).	10 (*a*), (*c*), (*f*), (*j*) and (*k*).	Total.	*Total previous year.	Number.	Serial number.
Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.			Killed and injured.	
14	2	...	29	6	...	70	62	Killed ...	
28	10	3	39	7	1	175	177	Injured ...	
5	...	...	1	...	...	10	12	Killed ...	9
13	2	...	11	1	...	46	36	Injured ...	
...	...	...	1	...	...	2	3	Killed ...	10
2	...	...	1	1	...	4	11	Injured ...	
...	1	...	14	...	...	19	22	Killed ...	11
7	4	1	13	4	...	43	56	Injured ...	
...	...	...	...	...	...	1	...	Killed ...	12
13	...	...	1	1	...	20	17	Injured ...	
9	...	...	8	2	...	28	23	Killed ...	1
6	1	2	5	1	...	28	30	Injured ...	
4	...	...	2	...	...	8	8	Killed ...	14
...	...	...	...	...	...	1	4	Injured ...	
31	3	3	27	4	4	125	148	Killed ...	15
15	6	...	17	1	1	93	82	Injured ...	
3	...	...	...	...	...	5	7	Killed ...	16
5	...	...	1	1	...	13	8	Injured ...	
...	...	...	...	...	...	4	7	Killed ...	17
...	...	...	...	4	...	9	7	Injured ...	
...	...	...	6	3	...	20	25	Killed ...	18
...	...	...	2	6	...	12	20	Injured. ...	
...	3	1	11	3	1	36	48	Killed ...	19
2	5	...	15	7	3	91	114	Injured ...	
86	9	4	99	18	5	328	365	Killed ...	
91	28	5	105	34	5	535	562	Injured ...	
74	10	6	104	19	5	361	391	Killed ...	
138	29	10	129	37	5	667	667	Injured ...	
4	3	...	5	5	...	44	32	Killed ...	1
1	...	...	4	2	...	19	34	Injured ...	
115	45	7	165	104	19	913	898	Killed ...	2
15	11	4	30	24	6	215	233	Injured ...	
31	12	...	24	36	8	196	183	Killed ...	3
...	...	...	...	1	...	7	8	Injured ...	
1	...	1	2	3	1	48	12	Killed ...	4
8	3	...	...	2	...	28	23	Injured ...	
151	60	8	196	148	28	1,201	1,125	Killed ...	
24	14	4	34	29	6	266	288	Injured ...	
252	72	14	381	181	35	1,756	1,739	Killed ...	
156	73	19	337	117	15	1,463	1,498	Injured ...	

APPENDIX

Number of persons, reported, during the twelve months ended the 31st March 1915, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	3'3½" Gauge.					
			11 (a).	12 (a) and (b).	13 (a) and (b).	14 (a) and (b).	2 (f) to (l).	15 (a) to (c).
		Killed and injured.	Assam-Bengal.	Bengal and North-Western.	Bengal Dooars.	Bhavnagar State.	Bombay, Baroda and Central India.	Burma.
	PASSENGERS.							
...	From accidents to trains, etc.—See Appendices 30 and 31.	Killed ...	...	...	...	...	...	1
		Injured ...	...	...	...	...	11	1
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.							
1	From falling between trains and platforms ...	Killed ...	...	...	...	...	...	4
		Injured ...	...	1	...	...	...	3
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed ...	...	1	...	...	1	1
		Injured ...	...	...	...	...	1	2
3	Whilst crossing the line at stations ...	Killed ...	...	...	...	...	...	2
		Injured ...	...	...	...	...	...	2
4	By closing of carriage doors	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
5	Fallig out of carriages during the travelling of trains.	Killed ...	...	3	...	...	6	2
		Injured ...	5	51	...	...	83	24
6	Other accidents	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	2	...
	TOTAL ...	Killed ...	...	4	...	...	7	9
		Injured ...	5	52	...	...	86	31
	TOTAL PASSENGERS ...	Killed ...	...	4	...	...	7	10
		Injured ...	5	52	...	...	97	32
	SERVANTS.							
...	From accidents to trains, etc.—see Appendices 30 and 31.	Killed ...	1	...	...	...	...	...
		Injured ...	7	...	...	...	5	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.							
1	Whilst coupling or uncoupling vehicles ...	Killed ...	...	...	...	...	1	...
		Injured ...	3	...	...	...	5	2
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ...	...	...	...	...	...	1
		Injured ...	...	...	...	...	...	1
3	Whilst passing over or standing upon buffers during shunting.	Killed ...	...	...	...	...	...	...
		Injured ...	1	1	...	...	1	3
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed ...	1	...	...	...	...	3
		Injured ...	...	3	1	...	2	3
5	Whilst braking, spragging, or shocking wheels	Killed ...	...	...	...	...	...	1
		Injured ...	...	...	...	...	...	...
6	Whilst attending to ground points, marshalling trains, etc.	Killed ...	...	...	...	...	...	1
		Injured ...	...	...	...	...	...	1
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ...	...	...	...	...	...	1
		Injured ...	...	2	...	...	1	...
8	By other accidents during shunting operations not included in the preceding.	Killed ...	...	...	...	...	...	1
		Injured ...	...	...	1	...	...	4
	Carried over ...	Killed ...	1	...	...	...	1	8
		Injured ...	4	6	2	...	9	14

29—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable the nature and causes of the death or injury.

3', 3⅜" Gauge.								Number.	Serial number.
9 (*d*).	17 (*a*) and (*b*).	3 (*b*) to (*d*).	18 (*a*) to (*c*).	7 (*c*) and (*d*)	19 (*a*).	20 (*a*) to (*e*).	21 (*a*).		
Cawnpore-Burhwal.	Dibru-Sadiya.	Eastern Bengal.	Gondal-Porbandar State.	Hingoli Branch and Hyderabad-Godavari Valley.	Jamnagar.	Jodhpur-Bikaner.	Junagad State.	Killed and injured	
...	...	...	...	...	...	...	...	Killed ...	
...	...	...	...	...	...	5	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	1
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	2
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	3
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	4
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	5
2	...	7	1	3	...	4	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	6
...	...	1	...	...	...	3	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	
2	...	8	1	3	...	7	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	
2	...	8	1	3	...	12	...	Injured ...	
...	...	1	...	...	...	...	...	Killed ...	
...	...	1	...	...	...	4	2	Injured ...	
...	...	1	...	...	...	1	...	Killed ...	1
...	...	2	...	...	...	2	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	2
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	1	Killed ...	3
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	4
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	1	...	Killed ...	5
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	6
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	1	...	Killed ...	7
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	8
...	...	1	...	...	...	1	...	Injured ...	
...	...	1	...	...	...	3	1	Killed ...	
...	...	3	...	...	...	3	...	Injured ...	

APPENDIX

Number of persons reported, during the twelve months ended the 31st March 1915, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	3' 3½" Gauge.					
			11 (*a*).	12 (*a*) and (*b*).	13 (*a*) and (*b*).	14 (*a*) and (*b*).	2 (*f*) to (*i*).	15 (*a*) to (*e*).
		Killed and injured	Assam-Bengal.	Bengal and North-Western.	Bengal Dooars.	Bhavnagar State.	Bombay, Baroda and Central India.	Burma.
	SERVANTS—*concld.*							
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*							
	Brought forward ...	Killed ...	1	...	...	...	1	8
		Injured ...	4	6	2	...	9	14
9	From falling off engines, etc., during the travelling of trains.	Killed ...	...	...	...	...	...	...
		Injured ...	4	1	...	2	1	...
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	1
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed ...	...	1	...	...	...	3
		Injured ...	...	...	...	...	...	4
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed ...	...	...	...	...	...	...
		Injured ...	...	1	...	...	1	1
13	Whilst working on the permanent-way, sidings, etc.	Killed ...	...	...	...	...	...	1
		Injured ...	1	1	..	...	...	...
14	Whilst attending to gates at level-crossings ...	Killed ...	...	...	...	...	1	2
		Injured ...	...	1	...	...	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed ...	...	...	...	...	1	...
		Injured ...	...	3	...	...	7	1
16	From being caught between vehicles ...	Killed ...	...	1	...	...	...	...
		Injured ...	1	...	...	...	...	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	1
18	Whilst walking, etc., on the line on the way home or to work.	Killed ...	...	...	...	...	1	1
		Injured ...	...	2	...	...	1	3
19	Miscellaneous	Killed ...	...	...	...	1	4	3
		Injured ...	7	1	...	...	6	4
	TOTAL ...	Killed ...	1	2	...	1	8	18
		Injured ...	17	16	2	2	25	29
	TOTAL SERVANTS ...	Killed ...	2	2	...	1	8	18
		Injured ...	24	16	2	2	30	29
	OTHERS.							
1	Whilst passing over the railway at level crossings.	Killed ...	...	1	...	...	1	...
		Injured ...	...	4	...	...	2	1
2	Trespassers	Killed ...	32	123	11	2	38	42
		Injured ...	9	35	2	...	25	16
3	Suicides	Killed ...	...	25	...	...	7	3
		Injured ...	...	1	...	...	...	...
4	Miscellaneous	Killed ...	...	2	...	...	3	...
		Injured ...	1	2	...	...	2	...
	TOTAL OTHERS ...	Killed ...	32	151	11	2	49	45
		Injured ...	10	42	2	...	29	17
	TOTAL ALL CLASSES ...	Killed ...	34	157	11	3	64	73
		Injured ...	39	110	4	2	156	78

29—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons and classifying, as far as practicable, the nature and causes of the death or injury.

3' 3½" Gauge.								Number.	Serial number.
9 (*d*).	17 (*a*) and (*b*).	3 (*b*) to (*d*).	18 (*a*) to (*c*.)	7 (*c*) and (*d*).	19 (*a*).	20 (*a*) to (*e*).	21 (*a*).		
Cawnpore-Burhwal.	Dibru-Sadiya.	Eastern Bengal.	Gondal-Porbandar State.	Hingoli Branch and Hyderabad-Godavari Valley.	Jamnagar.	Jodhpur-Bikaner.	Junagad State	Killed and Injured.	
...	...	1	...	...	...	3	1	Killed ...	
...	...	3	...	...	...	3	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	9
...	...	2	...	...	...	2	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	10
...	...	...	1	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	11
...	...	3	1	1	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	12
...	...	...	1	...	...	...	...	Injured ...	
...	1	2	...	...	...	1	...	Killed ...	13
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	14
...	...	...	...	...	...	...	...	Injured ...	
...	...	5	...	...	...	1	...	Killed ...	15
...	...	4	...	...	...	...	...	Injured ...	
...	...	1	...	...	...	...	...	Killed ...	16
...	...	1	...	1	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	17
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	18
...	...	...	...	...	...	...	...	Injured ...	
...	...	2	...	2	...	...	...	Killed ...	19
1	...	6	...	2	...	1	...	Injured ...	
...	1	11	...	2	...	5	1	Killed ...	
1	...	19	3	4	...	6	...	Injured ...	
...	1	12	...	2	...	5	1	Killed ...	
1	...	20	3	4	...	10	2	Injured ...	
1	...	1	...	...	...	...	...	Killed ...	1
...	...	1	...	...	...	...	1	Injured ...	
2	12	74	1	1	...	5	...	Killed ...	2
...	4	10	...	1	...	3	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	3
...	...	...	...	...	...	1	...	Injured ...	
...	...	2	1	6	...	1	...	Killed ...	4
...	...	...	...	...	...	3	...	Injured ...	
3	12	77	2	7	...	6	...	Killed ...	
...	4	11	...	1	...	7	1	Injured ...	
3	13	89	2	9	...	11	1	Killed ...	
3	4	39	4	3	...	29	3	Injured ...	

APPENDIX

Number of persons reported, during the twelve months ended the 31st March 1915, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number Killed and injured.	3' 3½" Gauge. 6 (c) to (f). Madras and Southern Mahratta.	22 (a). Morvi.	25 (a) and (b). Rohilkund and Kumaon.	10 (b) and (g) to (i). South Indian.	26 (a). Udaipur-Chitorgarh.
	PASSENGERS.						
	From accidents to trains, etc.,—See Appendices 30 and 31.	Killed ...	2	...	...	...	...
		Injured ...	13	...	...	...	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.						
1	From falling between trains and platforms	Killed ...	...	...	...	1	...
		Injured ...	...	...	...	...	...
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed ...	...	...	1	2	...
		Injured ...	...	...	1	4	...
3	Whilst crossing the line at stations ...	Killed ...	1	...	...	...	...
		Injured ...	2	...	...	...	...
4	By closing of carriage doors	Killed ...	...	...	...	...	...
		Injured ...	...	...	...	...	...
5	Falling out of carriages during the travelling of trains.	Killed ...	2	...	...	7	...
		Injured ...	17	1	4	73	...
6	Other accidents	Killed ...	...	...	...	1	...
		Injured ...	...	...	...	...	...
	TOTAL ...	Killed ...	3	...	1	11	...
		Injured ...	19	1	5	76	...
	TOTAL PASSENGERS ...	Killed ...	5	...	1	11	...
		Injured ...	32	1	5	76	...
	SERVANTS.						
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed ...	...	...	...	1	...
		Injured ...	1	...	...	1	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.						
1	Whilst coupling or uncoupling vehicles ...	Killed ...	1	...	...	...	...
		Injured ...	4	...	2	...	...
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ...	...	...	...	...	...
		Injured ...	...	...	...	...	...
3	Whilst passing over or standing upon buffers during shunting.	Killed ...	...	...	...	...	...
		Injured ...	1	...	...	...	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed ...	...	...	...	1	1
		Injured ...	...	...	...	1	...
5	Whilst braking, spragging, or chocking wheels.	Killed ...	...	...	...	...	...
		Injured ...	...	...	...	1	...
6	Whilst attending to ground points, marshalling trains, etc.	Killed ...	...	...	...	...	...
		Injured ...	...	...	...	...	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ...	...	...	...	...	...
		Injured ...	...	...	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed ...	3	...	1	4	...
		Injured ...	1	...	...	2	...
	Carried over ...	Killed ...	4	...	1	5	1
		Injured ...	6	...	3	4	...

29—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying as far as practicable, the nature and causes of the death or injury.

3' 3½" Gauge.—*concld.*		2' 6" and 2' 0" Gauge.		Total all gauges.			
Total.	Total previous year.	Total.	Total previous year.	1914-15.	1913-14.	Killed and injured	Serial number.
3	1	...	1	16	38	Killed ...	
30	21	7	2	140	194	Injured ...	
5	4	...	...	27	27	Killed ...	1
4	2	2	...	35	48	Injured ...	
6	6	1	1	31	30	Killed ...	2
8	13	1	...	62	85	Injured ...	
3	3	...	...	26	15	Killed ...	3
4	2	...	...	10	13	Injured ...	
...	...	...	...	1	...	Killed ...	4
...	3	...	...	3	7	Injured ...	
20	20	...	...	122	118	Killed ...	5
274	213	4	2	569	524	Injured ...	
1	9	...	...	13	20	Killed ...	6
6	11	1	2	52	34	Injured ...	
35	42	1	1	217	210	Killed ...	
296	245	8	4	731	711	Injured ...	
38	43	1	2	233	268	Killed ...	
326	266	15	6	871	815	Injured ...	
3	10	...	...	36	36	Killed ...	
21	19	7	9	160	183	Injured ...	
4	10	...	...	27	35	Killed ...	1
21	20	3	1	84	81	Injured ...	
1	...	...	...	1	...	Killed ...	2
1	1	1	1	5	8	Injured ...	
1	1	...	...	7	5	Killed ...	3
7	5	...	...	14	9	Injured ...	
6	1	...	...	12	11	Killed ...	4
10	5	3	2	45	38	Injured ...	
2	1	...	...	3	2	Killed ...	5
1	3	...	1	12	22	Injured ...	
1	...	...	...	10	2	Killed ...	6
1	2	...	1	23	11	Injured ...	
2	1	...	...	2	2	Killed ...	7
3	3	...	...	6	6	Injured ...	
9	6	...	...	34	25	Killed ...	8
10	9	...	...	48	64	Injured ...	
26	20	...	...	96	92	Killed ...	
54	51	7	6	236	234	Injured ...	

APPENDIX

Number of persons reported, during the twelve months ended the 31st March 1915, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	3' 3½" Gauge.				
			6 (*c*) to (*h*).	22 (*a*).	25 (*a*) and (*b*).	10 (*b*) and (*g*) to (*i*).	26 (*a*).
		Killed and injured.	Madras and Southern Mahratta.	Morvi.	Rohilkund and Kumaon.	South Indian.	Udaipur-Chitorgarh.
	SERVANTS—*concld.* FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*						
	Brought forward ...	Killed ...	4	...	1	5	1
		Injured ...	6	...	3	4	...
9	From falling off engines, etc., during the travelling of trains.	Killed ...	...	...	...	...	...
		Injured ...	...	...	1	...	...
10	By coming in contact with over bridges or erections on the sides of the line during the travelling of trains.	Killed ...	...	...	...	...	...
		Injured ...	1	...	...	...	...
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed ...	...	...	2	1	...
		Injured ...	...	...	...	...	...
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed ...	...	...	...	...	...
		Injured ...	...	...	...	...	...
13	Whilst working on the permanent-way, sidings, etc.	Killed ...	1	...	...	...	...
		Injured ...	...	...	...	...	...
14	Whilst attending to gates at level-crossings	Killed ...	...	...	...	1	...
		Injured ...	...	...	...	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed ...	1	...	...	1	...
		Injured ...	...	...	...	3	...
16	From being caught between vehicles ...	Killed ...	...	...	...	...	...
		Injured ...	...	...	...	...	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed ...	...	...	...	...	...
		Injured ...	...	...	...	...	...
18	Whilst walking, etc., on the line on the way home or to work.	Killed ...	...	...	1	...	...
		Injured ...	...	...	...	...	...
19	Miscellaneous	Killed ...	4	...	1	1	...
		Injured ...	4	...	...	3	...
	TOTAL ...	Killed ...	10	...	5	9	1
		Injured ...	11	...	4	10	...
	TOTAL SERVANTS ...	Killed ...	10	...	5	10	1
		Injured ...	12	...	4	11	...
	OTHERS.						
1	Whilst passing over the railway at level-crossings.	Killed ...	1	...	...	3	...
		Injured ...	3	...	...	4	...
2	Trespassers	Killed ...	17	...	12	34	...
		Injured ...	9	...	3	16	...
3	Suicides	Killed ...	3	...	3	7	...
		Injured ...	...	...	...	...	...
4	Miscellaneous	Killed ...	...	...	...	4	...
		Injured ...	1	...	...	...	...
	TOTAL OTHERS. ...	Killed ...	21	...	15	48	...
		Injured ...	13	...	3	20	...
	TOTAL ALL CLASSES ...	Killed ...	36	...	21	69	1
		Injured ...	57	1	12	107	...

29—*concld.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying as far as practicable, the nature and causes of the death or injury.

3' 3½" Gauge.—*concld.*		2' 6" and 2' 0" Gauges.		Total all gauges.			Serial number.
Total.	Total previous year.	Total.	Total previous year.	1914-15.	1913-14.	Killed and Injured.	
26	29	...	...	96	82	Killed ...	
54	51	7	6	236	234	Injured ...	
...	4	...	...	10	16	Killed ...	
13	6	3	2	62	44	Injured ...	9
...	2	...	...	2	5	Killed ...	
3	2	...	...	7	13	Injured ...	10
7	6	2	...	28	28	Killed ...	
9	11	1	1	53	68	Injured ...	11
...	1	...	...	1	1	Killed ...	
4	6	...	...	24	23	Injured ...	12
6	5	1	...	35	28	Killed ...	
2	11	1	...	31	41	Injured ...	13
4	5	...	1	12	14	Killed ...	
1	2	...	...	2	6	Injured ...	14
9	13	...	...	134	161	Killed ...	
18	11	1	...	112	93	Injured ...	15
2	1	...	...	7	8	Killed ...	
3	1	...	...	16	9	Injured ...	16
...	...	...	...	4	7	Killed ...	
1	5	1	...	11	12	Injured ...	17
3	3	...	...	23	28	Killed ...	
6	3	...	3	18	26	Injured ...	18
18	18	1	...	55	66	Killed ...	
35	29	1	...	127	143	Injured ...	19
75	78	4	1	407	444	Killed ...	
149	138	15	12	699	712	Injured ...	
78	88	4	1	443	480	Killed ...	
170	157	22	21	859	845	Injured ...	
8	22	...	2	52	56	Killed ...	
16	13	5	2	37	49	Injured ...	1
406	397	8	8	1,327	1,303	Killed ...	
133	157	13	14	361	394	Injured ...	2
48	24	1	1	245	206	Killed ...	
2	...	...	...	9	8	Injured ...	3
19	11	...	...	67	23	Killed ...	
9	7	2	1	39	31	Injured ...	4
481	454	9	11	1,691	1,590	Killed ...	
160	177	20	17	446	482	Injured ...	
597	585	14	14	2,367	2,338	Killed ...	
656	600	57	44	2,176	2,142	Injured ...	

Accidents *to* trains rolling-stock, permanent-way etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

5' 6"

1 (*a*) to (*h*)

BENGAL-NAGPUR.

Description.	Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3	1	4	...	*1	...	...	...	1
3. Collisions between goods trains or parts of goods trains.	4	13	17	*1	...	2	3	3	3
4. Collisions between light engines ...	...	6	6	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	4	4	8	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	12	90	102	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	3	26	29	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	2	2	...	...	...	...	...	...
9. Trains running over cattle on the line	...	181	181	...	...	...	...	...	...
10. Trains running over obstructions on the line.	13	34	47	...	...	1	...	1	...
11. Trains running through gates at level-crossings.	...	3	3	*1	...	...	1	1	1
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12 (*a*). The bursting of tubes, etc., of engines.	...	8	8	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	11	11	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	2	2	...	...	...	...	...	...
16. Ditto of axles	...	3	3	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	1	1	...	...	...	...	...	...
18. Ditto of couplings ...	2	39	41	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	2	4	6	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	3	5	8	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	1	2	3	...	...	...	...	...	...
23. Fire in trains	...	3	3	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	1	12	13	...	1	...	2	...	3
25. Other accidents	16	35	51	...	...	1	1	1	1
Total all classes ...	64	486	550	*2	†2	4	7	6	9

* Not (a) passengers.
† Of these one was not a passenger.

DIX 30.

ended the 31st March 1915, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants killed *or* injured *in each class of accident.*

GAUGE.

2 (a) to (e).									3 (a).									
BOMBAY, BARODA AND CENTRAL INDIA.									EASTERN BENGAL.									
Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
...	3	3	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	4
...	9	9	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	5
...	6	6	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	...	1	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	336	336	...	...	...	...	...	...	...	181	181	...	...	...	...	...	...	9
...	9	9	*1	*1	1	...	2	1	4	3	7	*3	...	...	...	3	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	22	22	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12(a)
...	78	78	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	2	2	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	59	59	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	18
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	25	25	...	...	...	...	...	...	1	7	8	...	...	...	...	...	...	20
...	9	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	4	4	...	*2	...	1	...	3	...	...	...	...	...	...	...	...	...	24
...	92	92	...	...	...	3	...	3	...	2	2	...	...	...	...	...	...	25
...	658	658	*1	*3	1	6	2	9	11	212	223	*3	...	1	...	4	...	

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

5′ 6″

4 (*a*) to (*c*).

EAST INDIAN.

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	2	...	2	...	4	1	3	1	7
3. Collisions between goods trains or parts of goods trains.	1	6	7	...	...	4	7	4	7
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	10	3	13	...	2	...	...	...	2
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	13	13	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	5	16	21	...	10	...	4	...	14
8. Trains running into stations or sidings at too high a speed.	...	2	2	...	...	...	...	...	...
9. Trains running over cattle on the line.	1	606	607	...	...	1	...	1	...
10. Trains running over obstructions on the line.	...	14	14	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	1	1	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc., of engines.	...	11	11	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	35	35	...	...	...	...	...	...
14. The failure of tyres	...	2	2	...	...	...	...	...	...
15. Ditto of wheels	...	3	3	...	...	...	...	...	...
16. Ditto of axles	...	9	9	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	4	4	...	...	...	...	...	...
18. Ditto of couplings ...	1	133	134	...	...	1	...	1	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	1	...	...	...	...	...	...
20. Broken rails	1	4	5	...	1	...	...	...	1
21. The flooding of portions of permanent-way.	...	1	1	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	12	12	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	11	11	...	...	...	...	...	...
25. Other accidents	26	144	170	*8	†28	3	25	11	53
Total all classes ...	47	1,031	1,078	*8	†45	10	39	18	84

* Not (*a*) passenger (*s*).
† Of these four were not passengers.

DIX 30—*contd.*

ended the 31st March 1915, as having occurred on the several railways open for traffic in *and* others *and of* railway servants killed *or* injured *in each class of accident.*

GAUGE—*contd.*

5 (*a*) to (*f*). GREAT INDIAN PENINSULA.									6 (*a*) & (*b*). MADRAS AND SOUTHERN MAHRATTA.									Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	4	4	...	1	...	2	...	3	1	...	1	...	...	1	...	1	...	2
1	65	66	...	*1	...	2	...	3	...	...	...	...	...	...	...	...	...	3
...	6	6	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	4
...	30	30	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	5
...	326	326	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	28	28	...	...	...	...	...	...	1	...	1	...	...	...	1	...	1	7
1	9	10	...	1	...	2	...	3	...	...	...	...	...	...	...	...	...	8
...	889	889	...	...	...	...	...	...	...	485	485	...	...	...	...	...	...	9
...	25	25	*3	*1	...	3	3	4	...	5	5	*2	...	...	2	...	...	10
...	8	8	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	65	65	...	...	...	...	...	...	...	65	65	...	...	...	...	...	...	13(*a*)
...	191	191	...	...	...	...	...	...	...	62	62	...	...	...	...	...	...	13
...	1	1	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	14
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	25	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	11	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
2	99	101	3	2	6	20	9	22	...	2	2	...	...	...	...	...	...	18
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	24	24	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	20
...	9	9	...	...	...	...	...	...	2	10	12	...	...	...	...	...	...	21
...	4	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	22
...	96	96	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	23
...	20	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
1	187	188	*1	2	2	14	3	16	...	32	32	...	m	...	...	...	...	25
5	2,128	2,133	†7	18	8	47	15	55	5	672	677	*2	...	1	1	3	1	

‡ Of these two were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

5' 6"

7 (a) & (b).

NIZAM'S GUARANTEED STATE.

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	1	4	5	...	...	2	5	2	5
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	24	24	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	2	2	...	...	...	...	...	..
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	289	289	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	15	15	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels.	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings... ...	...	2	2	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	1	1	2	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	1	1	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	2	2	...	...	...	...	...	...
25. Other accidents	...	4	4	...	...	...	...	...	...
Total all classes ...	2	346	348	...	...	2		2	5

* Not passengers.
† Of these two were not passengers.

DIX 30—*contd.*

ended the 31st March 1915, as having occurred on the several railways open for traffic in *and* others, *and of* railway servants killed *or* injured *in each class of accident.*

GAUGE—*contd.*

8 (*a*) to (*m*) & (*o*) to (*q*).									9 (*a*) to (*c*).									
NORTH WESTERN.									OUDH AND ROHILKHAND.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
2	...	2	8	24	...	7	8	31	2	...	2	...	7	...	1	...	8	1
4	2	6	...	1	...	4	...	5	1	1	2	...	3	1	2	1	5	2
...	15	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
2	15	17	...	...	1	2	1	2	...	...	...	...	...	...	..	...	...	4
17	15	32	...	...	3	...	3	...	...	1	1	...	...	...	...	...	...	5
1	156	157	...	1	...	2	...	3	1	1	2	...	...	...	...	...	...	6
...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	843	843	...	...	...	...	...	...	...	276	276	...	...	...	...	...	...	9
3	7	10	...	*2	...	1	...	3	...	3	3	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	42	42	...	...	...	1	...	1	...	5	5	...	...	...	...	...	...	12(*a*)
...	68	68	...	...	...	...	...	...	...	27	27	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	2	2	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	25	25	...	...	...	...	...	...	...	22	22	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	52	52	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	20
2	42	44	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	21
1	3	4	...	15	...	3	...	18	...	...	...	...	...	...	...	...	...	22
...	9	9	...	...	...	...	...	...	1	1	2	2	4	...	...	2	4	23
...	11	11	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	24
2	76	78	...	...	1	4	1	4	1	7	8	...	*2	...	...	...	2	25
34	1,389	1,423	8	†43	5	24	13	67	7	358	365	2	†16	1	3	3	19	

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	5 6" GAUGE—*concld.*								
	10 (*a*), (*e*), (*f*), (*j*) and (*k*).								
	SOUTH INDIAN.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accident.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	4	4	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	899	899	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	5	5	...	...	...	...	...	...
11. Trains running through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines .	...	...	...	...	...	...	...	...	...
12 (*c*). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels . . .	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus. .	...	...	...	...	...	...	...	...	...
18. Ditto of couplings . . .	...	1	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments .	...	30	30	...	...	...	...	...	...
23. Fire in trains	...	10	10	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	2	2	...	...	...	...	...	...
25. Other accidents	...	13	13	...	...	...	...	...	...
Total all classes . .	...	266	966	...	...	...	...	...	...

DIX 30—*contd.*

ended the 31st March 1915, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants killed *or* injured *in each class of accident.*

3'3½" GAUGE.																		
11 (a).									12 (a) and (b).									
ASSAM BENGAL.									BENGAL AND NORTH WESTERN.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	1*	1	...	...	...	...	...	...	2	1	3	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
3	...	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	5
1	7	8	...	...	...	4	...	4	..	3	3	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
3	88	91	...	...	...	3	...	3	...	226	226	...	*1	...	...	...	1	9
...	10	10	...	...	...	...	...	...	...	10	10	*1	...	...	...	1	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	1	1	...	...	...	...	...	...	...	16	16	...	...	...	...	...	...	12(a)
...	11	11	...	...	...	...	...	...	...	22	22	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	17
...	10	10	...	...	...	...	...	...	...	54	54	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	2	2	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	20
...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	21
1	12	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	2	2	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	24
1	10	11	...	...	1	...	1	...	...	2	2	...	...	...	...	...	...	25
9	155	164	...	...	1	7	1	7	3	355	358	*1	*1	...	...	1	1	

*Not a passenger.

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

3' 3¾"

13 (*a*) and (*b*)

BENGAL DOOARS.

Description.	Number of accidents reported to Local Governments under section 23 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	18	18	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	1	1	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc., of engines	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	1	1	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	11	11	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	1	1	...	...	...	...	...	...
25. Other accidents	...	1	1	...	...	...	...	...	...
Total all classes	...	37	37	...	...	...	...	...	...

DIX 30—*contd.*

ended the 31st March 1915, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants killed *or* injured *in each class of accident.*

GAUGE—*contd.*

14 (*a*) and (*b*).									2 (*f*) to (*l*)									
BHAVNAGAR STATE.									BOMBAY, BARODA AND CENTRAL INDIA.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	2
...	1	1	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	3	...	3	4
...	...	...	...	...	...	...	...	...	1	5	6	...	...	...	1	...	1	5
...	14	14	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	27	27	...	...	...	...	...	...	...	283	283	...	...	...	...	...	...	9
...	1	1	...	...	...	...	...	...	...	15	15	*1	*2	...	...	1	2	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12(*a*)
...	9	9	...	...	...	...	...	...	...	38	38	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	16
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	55	55	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	23	23	...	...	...	...	...	...	20
...	5	5	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	22
...	1	1	...	...	...	...	...	...	1	8	9	...	6	...	...	...	6	23
...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	39	39	...	5	...	1	...	6	25
...	61	61	...	...	...	...	...	...	2	508	510	*1	†13	...	5	1	18	

* Not (*a*) passenger (*s*).
† Of these two were not passengers.

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	3' 3½"								
	15 (*a*) to (*c*).								
	Burma.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	4	4	...	...	...	...	...	...
4. Collisions between light engines	...	4	4	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	5	...	5	1	1	...	...	1	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	5	5	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	17	17	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	217	217	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	25	25	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	5	5	...	*1	...	...	...	1
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc., of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	23	23	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	41	41	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent way.	...	24	24	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	13	13	...	...	...	...	...	...
23. Fire in trains	...	11	11	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	2	2	...	...	...	...	...	...
25. Other accidents	...	80	80	...	...	...	...	...	...
Total all classes	5	476	481	1	†2	...	...	1	2

* Not a passenger.
† Of these one was not a passenger.

DIX 30—*contd.*

ended the 31st March 1915, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants killed *or* injured *in each class of accident.*

GAUGE—*contd.*

9 (d)									17 (a) & (b)									Number of headings.
CAWNPORE-BURHWAL.									DIBRU-SADIYA.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	2
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	5
...	1	1	...	...	...	...	...	...	...	70	70	...	...	...	...	...	...	6
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	4	4	...	...	...	...	...	...	...	29	29	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	...	...	...	...	...	...	...	...	...	19	19	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	4	4	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	25
...	12	12	...	...	...	...	...	...	2	144	146	...	...	...	...		...	

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	3' 8½"								
	3 (*b*) to (*d*)								
	EASTERN BENGAL.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collision between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3	...	3	...	...	1	...	1	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	7	...	7	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	2	2	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	1	...	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	3	113	116	...	...	...	...	...	...
10. Trains running over obstructions on the line.	2	7	9	...	*1	...	1	...	2
11. Trains running through gates at levelcrossings.	...	2	2	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc., of engines.	...	2	2	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	23	23	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	2	2	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	14	14	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	3	3	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	2	2	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...		...	...	...	...	...	...	...
24. Fire at stations or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	16	16	...	...	...	...	...	...
Total all classes ...		186	202	...	*1	1	1	1	2

* Not a passenger.

DIX 30—*contd.*

ended the 31st March 1915, as having occurred on the several railways open for traffic ***in and*** others, ***and of*** railway servants killed ***or*** injured ***in each class of accident.***

GAUGE—*contd.*

18 (a) to (c)									7 (c) & (d)									
GONDAL-PORBANDAR STATE.									HINGOLI BRANCH AND HYDERABAD-GODAVARI VALLEY.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	2
1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
11	1	12	...	...	...	...	...	...	...	23	23	...	...	...	...	...	...	6
3	...	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	14	14	...	...	...	...	...	...	...	286	286	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	3	3	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	12(a)
1	16	17	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
3	...	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	19
1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
3	...	3	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
1	1	2	...	...	...	...	...	...	1	1	2	...		...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
1	1	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	25
27	37	64	...	...	...	...	...	...	2	339	331	...	...	...	...	...	...	

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	3′ 3½″.								
	19 (a).								
	JAMNAGAR.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	..
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	2	2	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12. (a). The bursting of tubes, etc., of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	..
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...		...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
Total all classes ...	...	5	5	...	...	...	...	...	...

DIX 30—*contd.*

ended the 31st March 1915, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants killed *or* injured *in each class of accident.*

GAUGE—*contd.*

20 (a) to (e). JODHPUR-BIKANER.									21 (a). JUNAGAD STATE.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured	Killed.	Injured	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	1	2	...	5	...	...	...		...	...	...	...	...	...	...	...	...	1
2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
1	2	3	...	...	...	3	...	3	...	...	...	...	...	...	...	...	...	7
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
5	314	319	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	9
...	6	6	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	21	21	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12 (a)
...	45	45	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	9	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	16	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
4	9	13	...	...	...	...	...	...	...	1	1	...	...	...	2	...	2	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	35	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
18	469	487	...	5	...	4	...	9	...	4	4	...	...	...	2	...	2	

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

3′ 3½″

6 (c) to (k)

MADRAS AND SOUTHERN MAHRATTA.

Description.	Number of accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	...	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	3	...	3	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	2	2	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	2	3	5	...	3	...	...	...	3
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	1	541	542	...	...	...	...	...	...
10. Trains running over obstructions on the line.		7	7	*1	*2†	...	...	1	2
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	2	2	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	31	31	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	62	62	...	...	...	...	...	...
14. The failure of tyres	1	1	2	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	2	1	3	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	29	29	...	...	...	...	...	...
21. The flooding of portions of permanent way.	2	17	19	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	1	1	...	...	...	...	...	...
23. Fire in trains	1	5	6	2	10	...	...	2	10
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	2	18	20	...	...	...	1	...	1
Total all classes	15	720	735	†3	‡15	...	1	3	16

* Not (a) passenger (s).
† Of these one was not a passenger.
‡ Of these two were not passengers.

DIX 30—*contd.*

ended the 31st March 1915, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants killed *or* injured *in each class of accident.*

GAUGE—*contd.*

22 (a).									25 (a) and (b).									
MORVI.									ROHILKUND AND KUMAON.									
Number of accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and other.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	2	2	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	19	19	...	...	...	...	...	...	...	93	93	...	...	...	...	...	...	9
...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	2	2	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	12(a)
...	6	6	...	...	...	...	...	...	...	22	22	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	1	1	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	24
...	2	2	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	25
...	35	35	...	...	...	...	...	...	...	168	168	...	...	...	...	...	...	

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

3'3½

10 (*b*) and (*g*) to (*i*).

SOUTH INDIAN.

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	1	1	...	...	...	1	...	1
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4. Collisions between light engines . .	...	2	2	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	9	9	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	7	7	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	16	16	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	6	6	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	932	932	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	13	13	†1	†4	...	...	1	4
11. Trains running through gates at level-crossings.	...	3	3	...	...	...	...	...	...
12. The bursting of boilers of engines .	...	...	...	...	...	...	...	...	...
12 (*a*). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...
14. The failure of tyres . . .	...	...	...	...	...	...	...	...	...
15. Ditto of wheels . . .	...	1	1	...	...	...	...	...	...
16. Ditto of axles	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus .	...	...	...	...	...	...	...	...	...
18. Ditto of couplings . . .	...	7	7	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	1	...	...	...	...	...	...
20. Broken rails	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	6	6	...	...	...	...	...	...
22. Slips in cuttings or embankments .	...	6	6	...	...	...	...	...	...
23. Fire in trains	...	5	5	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	3	3	...	...	...	...	...	...
25. Other accidents	...	16	16	...	...	1	...	1	...
Total all classes . .	...	1,038	1,038	*1	*4	1	1	2	5

* Not (*a*) passenger(*s*).
† Of these four were not passengers.

DIX 30—*concld.*

ended the 31st March 1915, as having occurred on the several railways open for traffic ***in and*** others, ***and of*** railway servants killed ***or*** injured ***in each class of accident.***

GAUGE—*concld.*									2'6" and 2'0" GAUGES.								
26 (*a*).									TOTAL.								
UDAIPUR-CHITORGARH.																	
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	..	...	...	...	...	...	...	3	...	3	...	7	...	...	...	7	1
...	...	...	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	55	116	171	...	...	...	3	...	3	5
...	...	...	...	...	...	...	...	...	1	116	117	...	*1	...	1	...	2	6
...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	8
...	25	25	...	...	...	...	...	...	...	47	47	...	*1	...	...	...	1	9
...	...	...	...	...	...	...	...	...	...	12	12	...	*2	...	...	...	2	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	12
...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	12(*a*)
...	...	...	...	...	...	...	...	...	...	39	39	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	37	37	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	17	17	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	1	7	8	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	5	21	26	...	...	...	3	...	3	25
...	25	25	...	...	...	...	...	...	66	456	522	...	†11	...	7	...	18	

Accidents to trains, rolling-stock, Permanent-way, etc., reported during the financial years distinguishing between the different classes of accidents and the number of passengers

Description.	Number of Accidents reported to local Governments under section 83 of the Indian Railways Act, No. IX of 1890 *i.e.*, serious accidents.		Number of other accidents.		Total number of accidents.	
	1913-14.	1914-15.	1913-14.	1914-15.	1913-14.	1914-15.
1. Collisions between passenger trains or parts of passenger trains	5	8	5	3	10	11
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	25	23	35	23	60	46
3. Collisions between goods trains or parts of goods trains	15	9	91	123	106	132
4. Collisions between light engines	1	2	36	41	37	43
5. Passenger trains or parts of passenger trains leaving the rails	81	115	265	207	346	322
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	18	27	900	886	918	913
7. Trains or engines travelling in the wrong direction through points	15	17	124	132	139	149
8. Trains running into stations or sidings at too high a speed	3	1	30	26	33	27
9. Trains running over cattle on the line	9	13	7,457	8,264	7,466	8,277
10. Trains running over obstructions on the line	36	22	213	217	249	239
11. Trains running through gates at level-crossings	4	...	25	24	29	24
12. The bursting of boilers of engines	...	...	1	2	1	2
12.(*a*). The bursting of tubes, etc., of engines	1	...	278	334	279	334
13. The failure of machinery, springs, etc., of engines	1	1	937	840	938	841
14. The failure of tyres	...	2	6	10	6	12
15. Ditto of wheels	5	...	6	17	11	17
16. Ditto of axles	5	4	61	65	66	69
17. Ditto of brake apparatus	3	...	15	19	18	19
18. Ditto of couplings	5	8	598	658	603	666
19. Ditto of tunnels' bridges, viaducts, culverts, etc.	...	...	8	7	8	7
20. Broken rails	1	5	245	212	246	217
21. The flooding of portions of permanent-way	32	18	127	172	159	190
22. Slips in cuttings or embankments	2	4	53	85	55	89
23. Fire in trains	5	5	221	170	226	175
24. Fire at stations, or involving injury to bridges or viaducts	6	1	76	84	82	85
25. Other accidents	34	55	1,063	845	1,097	900
Total	312	340	12,876	13,466	13,188	13,805

Mean mileage worked	35,245
Number of servants employed	600,116
Train-mileage of all descriptions	157,142,000
Number of passengers carried	451,086,000
Passenger-mileage	16,022,849,000
Per mean mile open—	
Train-mileage of all descriptions	4,459
Number of passengers carried	12,799
Passenger mileage	454,613
Total passengers—	
Killed per million of passengers	0·035
Injured per million of passengers	0·310
Killed per million of passenger-miles	0·001
Injured per million of passenger-miles	0·009

DIX 31.

1913-14 and 1914-15, as having occurred on all railways open for traffic in India, and others, and of railway servants killed or injured in each class of accident.

Number of passengers and others.				Number of servants.				Total all classes.			
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
1913-14.	1914-15.	1913-14.	1914-15.	1913-14.	1914-15.	1913-14.	1914-15.	1913-14.	1914-15.	1913-14.	1914-15.
...	8	13	43	...	...	3	8	...	8	16	51
32	...	§37	§10	4	4	18	12	36	4	55	22
*2	*1	§2	*1	3	8	19	17	5	9	21	18
...	...	...	...	...	1	5	9	...	1	5	9
1	1	§3	3	3	3	2	5	4	4	5	8
1	...	1	§2	3	...	17	7	4	...	18	9
...	...	§13	13	4	1	12	8	4	1	25	21
...	...	...	1	...	...	4	2	...	...	4	3
*1	...	...	*2	...	1	2	3	1	1	2	5
*12	*13	*18	*15	4	2	4	6	16	15	22	21
*6	*1	*2	*1	...	...	...	1	6	1	2	2
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	1	...	...	1	1	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
1	...	1	...	...	...	4	...	1	...	5	...
...	...	...	...	...	...	...	...	...	...	...	...
2	3	2	2	...	7	3	20	2	10	5	22
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	1	...	...	...	...	...	...	...	1
19	...	20	...	5	...	2	2	24	...	22	2
...	...	...	15	...	...	3	3	...	...	3	18
1	4	‖3	20	5	...	1	1	6	4	4	21
*2	...	*1	‖3	...	...	10	3	2	...	11	6
1	*9	¶21	¶37	4	9	24	52	5	18	45	89
†81	‡40	**137	††169	36	36	133	160	117	76	270	329

* Not (*a*) passenger (*s*).
† Of these twenty-three were not passengers.
‡ Of these twenty-four were not passengers.
§ Of these one was not a passenger.
‖ Of these two were not passengers.
¶ Of these six were not passengers.
** Of these thirty-three were not passengers.
†† Of these twenty-nine were not passengers.

APPENDIX 32.

No. 457 R. P. of 1913.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 14th November 1913.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as Government may be prepared to entrust to companies. The terms offered have been made considerably more liberal in several respects.

2. No concession can be granted for the construction of a branch line until the line has been surveyed and detailed estimates of its cost and an adequate report on its traffic prospects have been prepared by an agency approved by the Government of India. When promoters are desirous that such a survey should be made an application should be submitted to the Railway Board in the form prescribed in memorandum B, attached.

3. The conditions on which concessions for the construction of branch lines will be granted are as follows :—

(*i*) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The amount of capital to be raised will be subject to the approval of the Government of India and the construction of the line will not be begun until the Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.

(*ii*) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.

(*iii*) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge, including land permanently or temporarily required for quarrying ballast, for brickfields, and similar purposes.

(*iv*) The results of existing surveys will be made available to persons applying for concessions under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of promoters enquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made at the cost of or with the approval of Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.

APPENDIX 32—*contd.*

(*v*) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.

(*vi*) Railway materials for the construction of the branch line will be carried over railways owned and worked by the State at the special rates charged for similar materials belonging to State railways.

(*vii*) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of interest, or of a rebate to the branch line company from the net earnings of the main line from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line. In cases where the entire capital is raised by the issue of shares the following terms will apply:—

(*a*) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital interest at the rate of 3½ per cent per annum on the approved paid-up share capital of the company to the end of the financial year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company after paying interest on the paid-up share capital at the rate of 5 per cent shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.

(*b*) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each financial year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent per annum on the approved paid-up share capital of the company. This undertaking will be subject to the proviso that, when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent on the paid-up share capital, the surplus shall be divided equally between the Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate, the net earnings of the main line from traffic interchanged with the branch, will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.

(*viii*) (*a*) If, in the case of a concession granted under either of the conditions of the foregoing paragraph, it be intended by the branch line company to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.

(*b*) In such cases the Government of India may from time to time appoint any one person to be a Director of the branch line company who shall be *ex-officio* a member of all Committees appointed by the Board of Directors of the company or by the company in relation to the undertaking or any other matter connected therewith, and shall have power to exercise at his discretion an absolute veto in all proceedings of the Board of Directors and shall not be removable except by the Government of India, and may act by a Deputy appointed by the Government of India.

(*c*) If a branch line company, which has been granted financial assistance under clause *vii* (*a*) above and permitted to work the railway by its own agency, be guilty of any breach of contract or of gross mismanagement, or if the working expenses of the railway exceed the gross earnings for six consecutive

APPENDIX 32—*contd.*

half-years, the Government of India may at any time, after giving six months' notice, assume the working of the railway by State or any other agency. If the working of the line is so assumed, the terms of working will be fixed by Government.

(*ix*) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed 50 per cent of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling-stock, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated by Government of strengthening the permanent-way and bridges of the branch line to enable the rolling-stock for the time being of the working railway to be used on it without restriction. Where the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.

(*x*) No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Government of India or the Secretary of State, or to borrow money, otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.

(*xi*) Any unexpended capital which the company may have shall be invested or deposited at interest in a manner to be approved by the Government of India and in the name of the company, not in that of the Managing Agents, and the return therefrom shall be treated as net earnings of the railway.

(*xii*) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.

(*xiii*) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety, economy, or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between the branch line company and the main line administration before they are undertaken; in the event of any difference of opinion as to the necessity for, or the cost of, any such work, the matter shall be referred to the Railway Board, whose decision shall be final.

In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (*ii*) and (*ix*) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to the branch line company, by way of net earnings or rebate, interest at 5 per cent (or any lower rate that it may in special cases agree to accept) on funds so applied.

(*xiv*) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.

(*xv*) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows: —

(*a*) if the branch line company works its own line, as part of the working expenses of the line;

APPENDIX 32—*contd.*

(*b*) if the company's line is worked by the main line administration,

(1) when the net earnings do not suffice to pay interest at 5 per cent (or suffice to pay only 5 per cent) on the paid-up share capital of the company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency:

(2) when the net earnings exceed 5 per cent on the paid-up share capital of the company, as a first charge on surplus profits before division; provided that, if the surplus profits are insufficient to meet the administration charges, the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.

(*xvi*) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for post office and quarters for post office staff at a charge not exceeding 7½ per cent per annum on the capital cost of the said buildings and quarters.

(*xvii*) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes, and the maximum and minimum rates for each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.

(*xviii*) During the first year after opening of the branch line, or part thereof, the expenditure incurred on the maintenance of the line may be charged to capital.

(*xix*) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof shall be met by the branch line company, in addition to the percentage of earnings payable to the main line as working expenses, and shall be charged against the branch line net earnings, or against capital, according to circumstances, in accordance with the general usage on Indian railways.

(*xx*) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases:

(1) When the Government of India consider it desirable that the gauge of the branch line should be altered.

(2) When it is desired to convert the branch line into a line of through communication.

(3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, or 115 per cent of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

(*xxi*) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the railway was declared open for traffic or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent and a minimum of 100 per cent of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

4. Applications for concessions under these orders should be submitted in the forms prescribed by Memorandum A attached to this Resolution. Copies of the forms may be obtained on application to the Secretary to the Railway Board. Requests from promoters

APPENDIX 32—*contd.*

for information as regards existing surveys, or for new surveys—*vide* paragraph 3 (*iv*)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B hereto attached.

The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab, and Bihar and Orissa, Public Works Department.
The Honourable the Resident at Hyderabad.
The Honourable the Resident in Mysore and Chief Commissioner, Coorg.
The Honourable the Chief Commissioners of the Central Provinces and Assam.
The Honourable the Agents to the Governor General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province.
The Accountant-General, Railways.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong Southern India, and Indian Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,
Secretary to the Railway Board.

Documents accompanying.

Enclosure No. I.—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendix A.

Enclosure No. II.—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway by the Railway Board.

APPENDIX 32—*contd.*

Enclosure No. I (with Form A and Appendix A) to Government of India Resolution No. 457 R. P. of 1913.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by State or to railways worked by Companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Railway Board.

2. All such applications shall be printed, and shall be drawn up, as far as may be in Form A attached hereto, and shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement;

(*h*) the charges proposed by the applicants for floating the branch company;

(*i*) the charges proposed on account of the general administration of the branch company's affairs;

(*j*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board, to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter, is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

APPENDIX 32—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the Company, person or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an Appendix* (vide *Appendix A*) *may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	
8	The charges proposed by the applicants for floating the branch company.	
9	The charges proposed on account of the general administration of the branch company's affairs.	
10	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 32—*contd.*

Appendix A.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage	...	...

	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	...	...

	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...

Parcels and luggage—

If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.

	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Special class	...	...
X class (Explosives, including dangerous goods)	...	...

APPENDIX 32—*concld.*

Enclosure No. II to Government of India Resolution No. 457 R. P. of 1913.

MEMORANDUM B.

Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at the cost of Government.

1. All such applications shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

2. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show the general course and direction.

APPENDIX 33.

No. 969 R.P. OF 1914.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 18th March 1914.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by Companies.

READ—

Railway Department (Railway Board) Resolution No. 457 R.P., dated the 14th November 1913.

OBSERVATIONS.—It has been represented that it will facilitate the raising of capital for the construction of feeder railways under the Resolution cited above if a part of the required capital be provided on guarantee terms and the balance on rebate terms.

The Government of India have accordingly resolved to modify Resolution No. 457 R.P., dated the 14th November 1913, in order to permit of the capital required for feeder lines being raised in the manner proposed.

RESOLUTION.—*For* the sentence "A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line" in clause 3 (*vii*) of the Resolution of 1913, *substitute* the following :—

"A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same capital; but capital may be raised for the same branch line, partly under the guarantee system and partly under the rebate system."

After clause 3 (*vii*) (*b*) of the Resolution *add* the following new clause :—

"(*c*) *Combination guarantee and rebate terms.*—When the capital of a branch line has been raised partly on guarantee and partly on rebate terms, the Government of India will allow in respect of the share capital issued on the $\frac{\text{guarantee}}{\text{rebate}}$ system the amount (if any) which would have been due on such share capital from time to time had the entire capital been raised on $\frac{\text{guarantee}}{\text{rebate}}$ terms."

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab and Bihar and Orissa, Public Works Department.
The Honourable the Resident at Hyderabad.
The Honourable the Resident in Mysore and Chief Commissioner, Coorg.
The Honourable the Chief Commissioners of the Central Provinces and Assam.
The Honourable the Agents to the Governor-General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.
The Accountant General, Railways.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong, Southern India and Indian, Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,

Secretary to the Railway Board.

APPENDIX 34.

RESOLUTION No. $\frac{1894}{86}$ P. OF 1915.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 7th January 1915.

Grant of special concessions to Branch Line Companies formed for the construction of railways in Assam.

Observations.—The Government of India have recently had under their consideration the question of adopting further means to encourage the construction of feeder railways in the Province of Assam. It has been recognised that improved means of communication are essential if the material development of which that Province is capable, is to be brought about, but that, in the present partially developed state of large tracts, the immediate financial prospects of branch railways constructed in those tracts are less favourable than are the prospects of similar railways in other Provinces of India. In these circumstances the Government of India consider that in order to encourage the formation of companies for the construction of feeder railways in partially developed tracts in Assam some increased measure of financial assistance is required during the early years after the opening of such railways and before the country traversed has attained to that state of development to which the existence of a railway may be expected to conduce. The Government of India have therefore decided with the approval of His Majesty's Secretary of State in Council of India that the Assam Administration may in approved cases supplement the financial assistance by way of guarantee the grant of which at the charge of Imperial revenues is contemplated by the Government of India Resolution No. 457 R. P., dated the 14th November 1913.

Resolution.—In the case of branch line companies formed for the construction of railways in partially developed tracts in Assam the Government of India will be prepared, provided the conditions implied in the foregoing Observations are fulfilled, to sanction an arrangement by which, in addition to the Imperial guarantee of 3½ per cent contemplated in clause 3 (*VII*) (*a*) of their Resolution No. 457 R. P., dated 14th November 1913, the Assam Administration shall undertake for a fixed term of years to make good to the branch line company the sum necessary to increase the rate of dividend to 4½ per cent on the paid up capital of the company when its net earnings are insufficient to admit of the payment of a dividend at this rate. The period during which the Assam administration will undertake this liability must depend on the circumstances of each individual case and the prospects of early development which it presents. In all other respects the orders for the time being in force regarding the formation of companies for the construction of feeder railways in other parts of India will apply to the formation of companies for a like purpose in the province of Assam.

ORDER.—Ordered that this Resolution be forwarded for information to the Government of Assam and that the same be published for general information in the *Gazette of India*.

T. RYAN,

Secretary, Railway Board.

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